The Hong Kong Daily Press.

No. 6519. 號九十百五千六第 日八念月九年寅戊緒光 HONGKONG, WEDNESDAY, OCTOBER 23RD, 1878. 三拜禮 號三十二月十英 港香 [PRICE $2¼ PER MONTH.

SHIPPING.

ARRIVALS.

None.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE,
OCTOBER 22ND.

Brunette, British bark, for Manila.
Annie Burr, American 3-m. sch., for Manila.
Lottie Moore, American bark, for New York.
Ada Melmore, British bark, for San Francisco.

DEPARTURES.

October 22, GWALIOR, British steamer, for Shanghai.
October 22, YOTTUNG, British steamer, for Swatow.

PASSENGERS.

TO DEPART.

Per *Lottie Moore*, for New York.—3 Europeans.

SINGAPORE SHIPPING.

October— ARRIVALS.
8, Guinevere, British bark, from Newcastle.
9, Almascoro, British schooner, from Patani.
9, Kim B. Non, Dutch brig, from Trangano.
9, Merionethshire, British str., from Amoy.
9, Faith, British bark, from Liverpool.
9, Fathool Carrim, Arabian bg., from Muscat.
9, Zamboanga, Spanish str., from Penang.
9, Lorne, British steamer, from Hongkong.
10, Elgin, British steamer, from Rangoon.
10, Patceah, Dutch steamer, from Deli.
10, V. President Prins, Dutch str., from Deli.
11, Perim, British steamer, from Swatow.
11, Jeddah, British steamer, from Penang.
11, Galatea, German steamer, from Foochow.

October— DEPARTURES.
8, Penang, British steamer, for Samarang.
8, Phya Pekket, British str., for Malacca.
8, Atholl, British steamer, for Penang.
8, Colombo, British bark, for Cootie.
8, Sooloo, British bark, for Cootie.
8, Prosperity, Siamese bark, for Bangkok.
9, Pontianak, British steamer, for Pontianak.
9, Merionethshire, Brit. str., for New York.
9, Deucalion, British str., for Hongkong.
9, Royalist, Sarawak steamer, for Sarawak.
9, Pauline, British bark, for Liverpool.
9, Timour, American ship, for Bombay.
10, Ban Y. Seng, British str., for Bangkok.
10, Weazel, British steamer, for Siak.
10, Kjobenhavn, Danish steamer, for London.
10, Vidar, British steamer, for Baily.
10, Lorne, British steamer, for Penang.
10, Riga, British steamer, for Penang.
10, Palestine, British bark, for Mauritius.
10, Queen of the Seas, Brit. bk., for N. York.

VESSELS THAT HAVE ARRIVED IN EUROPE FROM PORTS IN CHINA, JAPAN, AND MANILA.
(Per last Mail's Advice.)

Martha Jackson	Manila	July 27
Falcon	Hongkong	July 28
Ionian	Hongkong	July 28
Hankow (s.)	Hankow	July 28
Holland (s.)	Foochow	Aug. 4
Lombardian	Yokohama	Aug. 4
Edeline	Swatow	Aug. 6
Argyle (s.)	Hankow	Aug. 7
Clara	Swatow	Aug. 9
Gloniala	Swatow	Aug. 10
Hopefull	Shanghai	Aug. 11
Glenfruin	Manila	Aug. 11
Egeria (s.)	Foochow	Aug. 12
State of Alabama (s.)	Foochow	Aug. 13
Historian (s.)	Foochow	Aug. 20
Cyphrenes (s.)	Foochow	Aug. 25
Menelaus (s.)	China Ports	Aug. 25
Viking (s.)	Hankow	Aug. 27
Feronia (s.)	Hankow	Aug. 27
Patroclus (s.)	China Ports	Aug. 27
Galatea (s.)	Manila	Sept. 1
Polynesian	Manila	Sept. 2
Burmese	Foochow	Sept. 2
Alice M. Minnott	Hongkong	Sept. 3
Achilles (s.)	China Ports	Sept. 5
Glengyle (s.)	China Ports	Sept. 6
Oxfordshire (s.)	Foochow	Sept. 7
Sestos (s.)	Foochow	Sept. 8
Dago (s.)	Hankow	Sept. 8
Caldera (s.)	Hongkong	Sept. 10
Cairnsmuir (s.)	Hankow	Sept. 10

VESSELS EXPECTED AT HONGKONG.
(Corrected to Date).

Salisbury	Manila	Aug. 12
Oracle	Liverpool	Mar. 28
Zingari	Antwerp	May 3
Napier	Cardiff	May 9
Verona	New York	May 14
Emily Chapman	Cardiff	June 11
France	Antwerp	June 19
Commissary	Penarth	June 22
Underwriter	F. Monroe	June 26
Melbrek	London	June 28
Sydenham	London	July 18
Victoria (s.)	Liverpool	July 19
Mary Mildred	Newcastle	July 20
Stant	Antwerp	July 21
Pilgrim	Cardiff	July 27
Ullock	Flushing	July 28
Abbey Cowper	Antwerp	July 28
Samarlide	Hamburg	July 30
Charmer	Cardiff	July 31
Bury St. Edmunds	Penarth	Aug. 1
Alfredo	Cardiff	Aug. 7
Invincible	Riode Janeiro	Aug. 8
Urania	Penarth	Aug. 9
Corea	London	Aug. 10
Lota	Cardiff	Aug. 11
Frederich	Cardiff	Aug. 16
Reina Mercedes	Liverpool	Aug. 27
Antenor (s.)	Liverpool	Sept. 5
Flintshire (s.)	Liverpool	Sept. 6
Orestes (s.)	Liverpool	Sept. 12
Amazone (s.)	Marseilles	Oct. 2
Anadyr (s.)	Marseilles	Oct. 6
Peiho (s.)	Marseilles	Oct. 20

AUCTION SALES TO-DAY.

None.

FOR SALE.

THE Powerful Screw Steamer
"SEA GULL,"
48 tons register, 40 H.P. nominal; Steams 8 knots. She was originally fitted as a Tug and Water Boat, and can be again adapted for the latter purpose at little expense. She has proved herself to be an excellent Sea Boat, and is well found, her Engine and Boiler being in first-class order.

Also,
The Schooner
"COERAN,"
134 tons register, built at Singapore in 1864, of Singapore Hardwood and Teak, with Iron Fastenings. She was thoroughly repaired and metalled in April last, and is now in first-class order.

For further Particulars, apply to
MORRIS AND BAY,
Ship Brokers,
where the Inventories may be seen.
Hongkong, 16th October, 1878. [1m1723

FOR SALE.

THE British Steamship
"AMERICA,"
of 563 tons Register and about 16,500 piculs Capacity.
For further Particulars, apply to
BIRLEY & Co.
Hongkong, 10th July, 1878. [1183

KEATING'S BONBONS OR WORM TABLETS.
A PURELY VEGETABLE SWEETMEAT, both in appearance and taste, furnishing a most agreeable method of administering the only certain remedy for INTESTINAL or THREAD WORMS. It is a perfectly safe and mild preparation, and is especially adapted for Children. Sold in Bottles by all Chemists. [36] 1520

NOTICES OF FIRMS.

NOTICE.

WE beg to notify that we have commenced Business as MERCHANTS and GENERAL COMMISSION AGENTS under the Style or Firm of DUNN, MELBYE & Co.
WILLIAM EDWARD HENRY DUNN.
PETER EMIL HELGA MELBYE.
Hongkong, October 1st, 1878. [1m1638

NOTICE.

MR. NG MEI KUM, otherwise called NG HOK MUN, is admitted a PARTNER in our Firm from 2nd February, 1878.
TACK MEE HOP KEE HONG,
Nos. 9 and 11, Bonham Strand West.
Hongkong, 30th September, 1878.

NOTICE.

THE INTEREST and RESPONSIBILITY of the late Mr. NG SIN FOO, otherwise called NG HOK SEE, in our Firm CEASED from 2nd February, 1878.
TACK MEE HOP KEE HONG,
Nos. 9 and 11, Bonham Strand West.
Hongkong, 30th September, 1878. [3m1639

NOTICE.

THE Undersigned, having become LESSEE of the "HONGKONG DAILY PRESS" and the BUSINESS connected therewith, will conduct the same on his own account from this date.
R. CHATTERTON WILCOX.
Daily Press Office,
Hongkong, 1st January, 1878.

NOTICE.

FROM the 1st of October Dr. EASTLACKE will RECEIVE his PATIENTS at his NEW DENTAL ROOMS, No. 50, QUEEN'S ROAD CENTRAL, over the Medical Hall.
Hongkong, 24th September, 1878. [1600

NOTICE.

THE INTEREST and RESPONSIBILITY of Mr. ARTHUR CHART in our Firm CEASED on the 31st December last.
J. INGLIS & Co.
Hongkong, 13th June, 1878. [6m1031

NOTICE.

WE beg to inform all the Shipmasters and the Public in general that both BOB and JACK, our late Pilots, have left our employment, and we do not hold ourselves RESPONSIBLE for any transactions entered into by them on our account.
WING KEE.
Hongkong, 17th May, 1878. [6m880

NORTH CHINA INSURANCE COMPANY.

From This Date, and during the absence of the Undersigned, Mr. REGINALD DIGBY STARKEY is authorized to act as AGENT for the Company in Hongkong.
J. KENNARD DAVIS,
Agent.
Hongkong, 15th October, 1878. [1m1715

NOTICE.

THE INTEREST and RESPONSIBILITY of Mr. DAVID ROBERT FENTON CRAWFORD in our Shanghai Firm CEASED on 31st March last.
LANE, CRAWFORD & Co.
Shanghai, October 10th, 1878. [1m1716

TO BE LET.

TO LET.

TWO FIRST-CLASS GRANITE GODOWNS on the PRAYA EAST, at Bowrington. Apply to
D. NOWROJEE,
Hongkong Hotel.
Hongkong, 22nd October, 1878. [1m1748

TO LET, FURNISHED ROOMS, with use of DRAWING ROOM; WITH or WITHOUT BOARD, with a private family. Address F., care of *Daily Press* Office.
Hongkong, 2nd April, 1878. [tf568

TO LET,
With possession from 1st September.
THE COMMODIOUS PREMISES, known as "IDLEWILD," SEYMOUR ROAD, at present in the occupation of the Hon. GEO. PHILLIPPO.
Apply to
LINSTEAD & Co.
Hongkong, 6th August, 1878. [1336

TO LET.

A FIRST-CLASS GRANITE GODOWN on the Praya, Wanchi.
Apply to
OLYPHANT & Co.
Hongkong, 1st March, 1877. [tf10

TO LET.

IN the HOUSES on Marine Lot 65, formerly known as the BLUE HOUSES, situate on Praya East:—
HOUSE No. 2, Praya East. The Basement, together with First Floor, or separate if desired, with Possession on the 1st November.
HOUSE No. 3, Praya East. The whole House, or in Flats, with Possession on the 1st of November.
As also,
SIX SPACIOUS ROOMS with Corridors and Out-houses in the DWELLING HOUSE to the Eastward of the Pier at Wanchai. These may be had in Apartments of Two or Three Rooms to suit convenience. Fine Spacious Verandah looking on the Harbour. Immediate Possession.
For further Particulars, apply to
MEYER & Co.
Hongkong, 16th August, 1878. [tf1082

TO LET.

FIRST-CLASS GRANITE GODOWNS attached to the BLUE HOUSES at Wanchi, Marine Lot 65.
For further Particulars apply to
MEYER & Co.
Hongkong, 22nd June, 1878. [tf1083

TO LET.

NO. 7, CAINE ROAD, occupied by the Hon. CECIL SMITH.
No. 7, ZETLAND STREET, at present occupied by Mr. HEUERMANN.
Apply to
DAVID SASSOON, SONS & Co.
Hongkong, 5th October, 1878. [11

TO BE LET.

TWO Excellent STONE-FLOORED GODOWNS on Marine Lot No. 10, PRAYA CENTRAL.
Apply to TURNER & Co.
Hongkong, 2nd August, 1878. [1306

TO LET.

THREE OFFICES in CLUB CHAMBERS. The BUNGALOW, No. 2, SHELLEY STREET,
Apply to
DOUGLAS LAPRAIK & Co.
Hongkong, 20th September, 1878. [37

TO LET.

THE UPPER STOREY of No. 50A, QUEEN'S ROAD CENTRAL.
Apply to
THOMAS G. GLOVER,
No. 7, Queen's Road Central.
Hongkong, 16th September, 1878. [1550

TO LET.

FLETCHERS' BUILDINGS, either as entire Houses, or in Flats, or Apartments.
GODOWNS, STABLING, and STORAGE, of every description.
Apply to
SHARP, TOLLER, AND JOHNSON,
Solicitors.
Supreme Court House,
Hongkong, 26th February, 1878. [26

THE Undersigned have been appointed Sole Agents for the Sale of their Goods in Hongkong and China by Messrs. J. & R. TENNENT, Glasgow, and Messrs. DAVID CORSAR & SONS, Arbroath.
ARNHOLD, KARBERG & Co.
Hongkong, January, 1867. [18

BANKS.

CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

CAPITAL .... £800,000.
RESERVE FUND .... £150,000.

Bankers.
THE BANK OF ENGLAND.
THE CITY BANK.
THE NATIONAL BANK OF SCOTLAND.

The BANK'S BRANCH in HONGKONG grants Drafts on London and the Chief Commercial places in Europe and the East; buys and receives for collection Bills of Exchange; and conducts all kinds of Banking and Exchange business.

RATES OF INTEREST ALLOWED ON DEPOSITS.
ON CURRENT ACCOUNTS, 2 % PER ANNUM ON THE DAILY BALANCE.

ON FIXED DEPOSITS.
For 3 MONTHS, 3 % PER ANNUM.
For 6 MONTHS, 4 % PER ANNUM.
For 12 MONTHS, 5 % PER ANNUM.
Hongkong, 29th July, 1878. [1813

ORIENTAL BANK CORPORATION.
(INCORPORATED BY ROYAL CHARTER).

RATES OF INTEREST ALLOWED ON DEPOSITS.
At 3 MONTHS' NOTICE, 3 % PER ANNUM.
At 6 MONTHS' NOTICE, 4 % PER ANNUM.
At 12 MONTHS' NOTICE, 5 % PER ANNUM.
D. A. J. CROMBIE,
Acting Manager.
Oriental Bank Corporation,
Hongkong, 1st July, 1878. [1144

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL ......5,000,000 of Dollars.
RESERVE FUND ....1,200,000 of Dollars.

COURT OF DIRECTORS:—
Chairman—F. D. SASSOON, Esq.
Deputy Chairman—WM. H. FORBES, Esq.

E. R. Belilios, Esq.	Adam Lind, Esq.
H. L. Dalrymple, Esq.	Wilhelm Reiners, Esq.
H. Hoppius, Esq.	W. S. Young, Esq.
Hon. W. Keswick.	

CHIEF MANAGER.
Hongkong—THOMAS JACKSON, Esq.
MANAGER.
Shanghai—EWEN CAMERON, Esq.
LONDON BANKERS—LONDON & COUNTY BANK.

HONGKONG—INTEREST ALLOWED.
On Current Deposit Accounts at the rate of 2 per cent. per Annum on the daily balance.
On Fixed Deposits:—
For 3 months 3 per Cent. per Annum.
For 6 months 4 per Cent. per Annum.
For 12 months 5 per Cent. per Annum.
LOCAL BILLS DISCOUNTED.
CREDITS granted on approved Securities, and every description of Banking and Exchange business transacted.
DRAFTS granted on London, and the chief commercial places in Europe, India, Australia, America, China and Japan.
T. JACKSON, Chief Manager.
Offices of the Corporation,
No. 1, Queen's Road East,
Hongkong, 16th August, 1878. [9]

THE CHARTERED MERCANTILE BANK OF INDIA, LONDON, AND CHINA.
(INCORPORATED BY ROYAL CHARTER).

CAPITAL .... £750,000.
RESERVED FUND .... £151,560 10s. 0d.

BANKERS.
THE BANK OF ENGLAND.
THE LONDON JOINT STOCK BANK.

RATES OF INTEREST ALLOWED ON FIXED DEPOSITS.
FOR 3 MONTHS, 3 % PER ANNUM.
FOR 6 MONTHS, 4 % PER ANNUM.
FOR 12 MONTHS, 5 % PER ANNUM.

Besides conducting general Exchange Business, the Bank Discounts Local Bills payable in Hongkong and makes advances on approved Banking Securities.
Present Rate of Discount for approved short sight Acceptances } 5 % PER ANNUM.
Rates for Advances, according to the terms required, may be ascertained on application.
H. H. NELSON,
Manager.
Hongkong, 7th August, 1878. [tf1300

NOTICE.

THE Undersigned, having this day PURCHASED the STOCK-IN-TRADE, BOOK DEBTS, and GOOD-WILL of the CHINA DISPENSARY, hitherto carried on by Mr. W. BALL, will CONDUCT and CARRY on the said BUSINESS (in connection with the VICTORIA DISPENSARY) on his own account from this date.
WM. CRUICKSHANK.
Hongkong, 31st August, 1878. [tf1189

HONGKONG WHARF & GODOWNS.

STORAGE.

GOODS RECEIVED on STORAGE at CHEAP RATES, in First-class Godowns, under European supervision; and VESSELS DISCHARGED alongside the Wharf on Favourable Terms, with quick despatch.
MEYER & Co.,
Proprietors.
Hongkong, 29th August, 1878. [3m1465

T. ALGAR AND COMPANY, HOUSE AND ESTATE AGENTS,
RENTS COLLECTED.
BROWN, JONES & CO.,
UNDERTAKERS,
MOURNING STATIONERY, &c.,
MONUMENTS ERECTED.
79] 9, HOLLYWOOD ROAD.

NOTICE.

THE Undersigned have been appointed by Messrs. PIGOU, WILKS, and LAURENCE, Limited, Gunpowder Manufacturers, of Dartford and Battle, their AGENTS in HONGKONG.
MEYER & Co.
Hongkong, 6th February, 1878. [1268

ORIENTAL SUGAR REFINERY.

The Undersigned, having effected a LEASE of the above PROPERTY, PLANT, &c., have to request that, until further notice, all COMMUNICATIONS with reference to the business of the said Refinery be MADE TO THEM, either at their Offices, Queen's Road, or at the Refinery Premises.
ADAMSON, BELL & Co.
Hongkong, 22nd May, 1878. [909

C. L. THEVENIN,
WINE AND SPIRIT MERCHANT,
AND IMPORTER OF
FRENCH GOODS.
Depôt for VICHY WATERS and Special Agent for PINAUD'S PERFUMES and ANTOINE'S INKS.
Gentlemen's Best French Boots and Shoes.
44, QUEEN'S ROAD, HONGKONG.

"JAPAN GAZETTE."
YOKOHAMA.
HAVING been appointed AGENT in HONGKONG and SOUTH CHINA for the *Japan Gazette*, "Japan Gazette Summary," and "Hong List," Orders for Subscriptions and Advertisements for that Paper will be received at this Office.
Hongkong Daily Press Office,
Hongkong, 23rd May, 1877. [809

AUCTIONS.

PUBLIC AUCTION.

THE Undersigned will Sell by Public Auction,
TO-MORROW,
the 24th October, 1878, at Noon, at his Sales Rooms, Queen's Road, an Invoice of
CARTRIDGE CASES, SHOT, &c.,
comprising:—
ELEY'S BUFF CENTRAL-FIRE CARTRIDGE CASES, No. 12, 2½ in.
14lb. Bags No. 6 NEWCASTLE CHILLED SHOT.
14lb. Bags No. 8 NEWCASTLE CHILLED
¼lb. Bags BEST THICK FELT WADS.
Boxes of 1,000 each GREASE-PROOF CARD-BOARD WADS.
And Sundry other GOODS.
TERMS OF SALE.—As customary.
J. M. ARMSTRONG,
Auctioneer.
Hongkong, 23rd October, 1878. [1753

GENERAL WEEKLY SALE.

LANE, CRAWFORD & Co. will Sell by Public Auction, in their Sales Rooms, Praya,
FRIDAY,
the 25th October, 1878, at Noon,—
LETTER and NOTE PAPER, FOOLSCAP, BLOTTING PAPER, ENVELOPES, ACCOUNT BOOKS.
TOYS, ENGRAVINGS, PADLOCKS, KNIVES, BUTTER DISHES, 1 Case TAPS and DIES, Sundry ENGINEERS' TOOLS, &c., &c.
TERMS OF SALE.—As usual.
Hongkong, 23rd October, 1878. [1756

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, on
MONDAY,
the 28th October, 1878, at 2 o'clock P.M., at his Sales Rooms, Queen's Road, Sundry
HOUSEHOLD FURNITURE, &c.,
comprising Green Rep-covered DRAWING-ROOM SUITE, Blackwood Marble-top TABLES and STOOLS, TABLES, CHAIRS, CHIMNEY GLASSES, ENGRAVINGS, DINING TABLE, SIDEBOARD, WHATNOTS, CROCKERY, GLASS and PLATED WARE, BEDSTEADS with SPRING and HAIR MATTRESSES, WARDROBES, CHEST of DRAWERS, Marble-top TOILET TABLE and WASHSTAND, &c., &c.
Catalogues will be issued.
TERMS OF SALE.—As customary.
J. M. ARMSTRONG,
Auctioneer.
Hongkong, 23rd October, 1878. [1757

FURNITURE SALE.

LANE, CRAWFORD & Co. have received instructions to Sell by Public Auction, at the Residence of the late Mr. JOHN JACK, No. 1, Lower Mosque Terrace, on
MONDAY,
the 28th October, 1878, at 2 o'clock P.M., the whole of the
HOUSEHOLD FURNITURE,
comprising Damask-covered CHAIRS and COUCHES, PICTURES, MIRRORS, GASALIERS, SIDE TABLES, CARVED SIDEBOARD, DINING TABLE, CHAIRS, ELECTRO-PLATED WARE, GLASS and CROCKERY WARE, &c., &c.
WARDROBES, TOILET MIRRORS, TOILET TABLES, CHESTS of DRAWERS, CARPETS, WASHSTAND and SERVICE, Handsomely Carved Bombay Blackwood BEDSTEAD, HORSE-HAIR MATTRESSES and PILLOWS, &c., &c.
Also,
A FOUR-WHEELED CARRIAGE, SEDAN CHAIRS, FLOWER POTS, PLANTS, &c.
Catalogues will be issued, and the Furniture will be on view from SATURDAY, the 26th inst.
TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7. All Lots, with all faults and errors of description, at Purchasers' risk on the fall of the hammer.
Hongkong, 21st October, 1878. [1741

PUBLIC AUCTION.

LANE, CRAWFORD & Co. have been instructed to Sell by Public Auction, at CHEONG LOONG'S Foundry, West Point, on
TUESDAY,
the 29th October, 1878, at Noon, the whole of the
STOCK-IN-TRADE,
comprising CHAIN CABLE, OLD IRON, STEEL, ANCHORS, a TROTMAN'S PATENT ANCHOR, a Large AMERICAN FIRE ENGINE (New), BOILER TUBES, RIVETS, LEAD PIPE, FAIRBANK'S SCALES, IRON PILLARS, ZINC PIPING, &c., &c.
TERMS OF SALE.—As usual.
Hongkong, 22nd October, 1878. [1750

BOSTON JACK & Co.,
SHIP COMPRADORES AND STEVEDORES,
OPPOSITE CANTON STEAMER WHARF,
Supply Shipping with every necessary, of the Best Quality, at Low Prices.
Hongkong, 12th September, 1878. [1533

J. AND R. TENNENT'S ALE and PORTER.
DAVID CORSAR & SONS'
Merchant Navy
Navy Boiled
Long Flax
Crown } CANVAS.
ARNHOLD, KARBERG & Co.
Hongkong, 11th May, 1867. [15

JOHN SKINKER, 115, PINE STREET,
SAN FRANCISCO, CALIFORNIA,
Sole Agent on the Pacific Coast for
WINCHESTER REPEATING ARMS Co.'s Repeating Rifles, Carbines, and Muskets, Model 1866 and 1873; Plain Mounted, or Gold, Silver, or Nickel-Plated, and Beautifully Engraved.
METALLIC CARTRIDGES
of all sizes and kinds for Pistols or Rifles of their make. [3m1647

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

INCORPORATED BY ROYAL CHARTER AND SPECIAL ACTS OF PARLIAMENT.

ESTABLISHED 1809.

CAPITAL—£2,000,000.

THE Undersigned, Agents at Hongkong for the above Company, are prepared to grant Policies against FIRE, to the extent of £10,000 on any Building, or on Merchandise in the same, at the usual rates, subject to a discount of Twenty per cent. (20 %).
GILMAN & Co.,
Agents.
Hongkong, 7th July, 1874. [29

CHINA OVERLAND TRADE REPORT,
the
COMMERCIAL JOURNAL for CHINA, JAPAN, &c., &c.,
Published at the Office of the *Hongkong Daily Press* on the Morning of the Departure of the English Mail,
contains the
LATEST AND FULLEST TRADE INTELLIGENCE,
REPORTS OF MEETINGS OF COMPANIES,
THE LATEST TELEGRAMS,
together with the
POLITICAL AND GENERAL NEWS
of the Fortnight.
The "Trade Report" has a large circulation in Hongkong, the Ports of China and Japan, the Philippines, Straits Settlements, &c., &c.
Hongkong, 3rd October, 1877.

INTIMATIONS.

LANE, CRAWFORD & CO.
HAVE FOR SALE, EX LATE ARRIVALS:
LETTS'S DIARIES for 1879.
BASS'S DRAUGHT ALE, in splendid condition.
PARTAGA'S HAVANA CIGARS.
LADIES' GARDENING TOOLS.
ELECTRO-PLATED READING LAMPS.
MARK TWAIN'S SCRAP BOOK.
NOVELTIES in MEERSCHAUM PIPES and CIGAR TUBES.
POCKET KNIVES.
The NEW CHAMPAGNE TAP.
SWIMMING BELTS & AIR CUSHIONS.
CHABLIS in Pints.
TWEEDS, in Suit or Trowser Lengths.
FRIEZES for ULSTERS.
WINTER SOCKS and UNDERSHIRTS, Newest Patterns.
CHAMBERS'S ENCYCLOPÆDIA, Latest Edition.
KEILLER'S DUNDEE MARMALADE.
KEITH JOHNSTON'S LATEST ATLAS.
DICTIONARIES and WORKS of REFERENCE.
TODDY KETTLES.
SPECIAL BLEND SCOTCH WHISKY.
SADDLERY.
SCARVES and TIES, Newest Patterns.
GRAMMARS and SCHOOL BOOKS.
NEW SEASON'S APPLES.
The NEWEST NOVELS.
RED HEART RUM.
SHOOTING BOOTS.
SPORTING GEAR of all descriptions.
Hongkong, 18th October, 1878. [635

FOR SALE.

ONE STEAM LAUNCH, 70 feet long, 12 feet Beam, 6 feet Depth of Hold, 5 feet Draft of Water. Compound High Pressure Engines. Speed 8 miles per hour.
ONE STEAM LAUNCH, 65 feet long, 11 feet Beam, 6 feet Depth of Hold, 5 feet Draft of Water. High Pressure Double Cylinder Engines. Speed 8 miles per hour.
ONE STEAM LAUNCH, 60 feet long, 9 feet 6 in. Beam, 5 feet 6 in. Depth of Hold, 4 feet 9 in. Draft of Water. High Pressure Single Cylinder Engine. Speed 8 miles per hour.
For further Particulars, apply at WEST POINT FOUNDRY, late P. & O. Factory.
Hongkong, 30th September, 1878. [1633

FOR SALE.

CUTLER, PALMER'S
CELEBRATED
WINES AND COGNAC.
Price List on application.
F. BLACKHEAD & Co.
Hongkong, 1st November, 1877. [46

FOR SALE.

CHAMPAGNE, 1874.
HEIDSIECK & Co.'s
MONOPOLE.
DEETJEN & Co.
Hongkong, 2nd July, 1877. [1122

NOW ON SALE.

BOUND VOLUMES of the *China Overland Trade Report* for the Year 1877.
PRICE TEN DOLLARS.
Apply at the *Daily Press* Office.
Hongkong, February, 1878.

TO SHIPCHANDLERS, ENGINEERS, &c.

HARRIS, GOODWIN & CO.
hold consignments of
GUN-METAL BOILER FITTINGS.
JOHNSON'S CELEBRATED FILES, AXES, ADZES, AUGERS, CHISELS, AND OTHER TOOLS, AND CUTLERY.
RUGS. CARPETS (BRUSSELS and TAPESTRY) suitable for Ships.
STORER'S PAINTS AND OILS.
SHIPS' LAMPS.
FILTERS, TRAVELLING RUGS, &c., &c.
Hongkong, 6th May, 1878. [6m767

CAUTION TO THE PUBLIC!

DR. BRIGHT'S PHOSPHODYNE.

Whereas it having become known to the Proprietors of DR. BRIGHT'S PHOSPHODYNE that a worthless imitation, bearing a similar name, is exported to India, China, &c., and endeavoured to be foisted on purchasers as equal in efficacy to Dr. Bright's Phosphodyne, they feel it due to the public to specially caution them against this compound and request their most careful attention to the following distinctive characteristics of Dr. Bright's (the only genuine) Phosphodyne.
1st.—That Dr. Bright's Phosphodyne is sold only in cases.
2nd.—The words "Dr. Bright's Phosphodyne" are clearly blown in each bottle.
3rd.—The Registered Trade Mark and Signature of Patentees are printed on the label of every case.
4th.—Directions for use in all the following languages are enclosed in each case:—English, French, German, Italian, Dutch, Spanish, Portuguese, Russian, Danish, Turkish, Persian, Hindostani, Madrassee, Bengalee, Chinese, and Japanese.
WITHOUT WHICH NONE CAN POSSIBLY BE GENUINE.

DR. BRIGHT'S PHOSPHODYNE
is the Only Reliable Remedy for NERVOUS and LIVER COMPLAINTS and all FUNCTIONAL DERANGEMENTS.
DR. BRIGHT'S PHOSPHODYNE is patronised by the aristocracy and the *élite*, extensively used in the army and navy, and strongly recommended by the leading Medical Practitioners.
DR. BRIGHT'S PHOSPHODYNE
is sold by all Chemists and Patent Medicine Vendors throughout the Globe.
In India, China, &c., DR. BRIGHT'S PHOSPHODYNE is generally sold at an advance on the English Price.
The high estimation in which Phosphorus is held is unquestionably due to its administration in this form. Therefore ask for DR. BRIGHT'S PHOSPHODYNE, and do not be persuaded to take any useless and possibly dangerous imitations.

CAUTION TO MEDICINE VENDORS.
The Trade Mark, Label, &c., of DR. BRIGHT'S PHOSPHODYNE are duly entered at Stationers' Hall, London, and are also registered in the chief cities of the world.
Chemists and Druggists are hereby warned that legal proceedings will be immediately instituted by the Authorised Agents, against any person or persons selling Fraudulent Imitations of DR. BRIGHT'S (the only genuine) PHOSPHODYNE, from this date, 1st October, 1878. [1726

THE CHUNG NGOI SAN PO
(Chinese *Daily Press*),
PUBLISHED DAILY,
Is the best medium for Advertising among the Native Community.
It has been established upwards of TWENTY YEARS, and enjoys the largest *bona fide* circulation of any Chinese paper in the Southern China. It is carefully edited by an experienced Chinese Scholar, and contains FULL and RELIABLE COMMERCIAL INTELLIGENCE.
Terms for Advertising can be obtained at the Office, Wyndham Street, Hongkong, or from the different Agents.
Hongkong, 10th January, 1877.

INTIMATIONS.

HONGKONG VOLUNTEERS.

ORDERLY ROOM, 21st October, 1878.
From This Date, until further Orders, BLUE SERGE UNIFORMS will be WORN at all PARADES, DRILLS, &c.
A. COXON,
3d1745] Captain-Commandant H. K. V.

OFFICE OF THE SHANGHAI STEAM NAVIGATION COMPANY.

IN LIQUIDATION.

A SIXTH RETURN of CAPITAL at the rate of TWO TAELS PER SHARE will be made to Shareholders of Record on the 11th October, payable at the OFFICE of the LIQUIDATORS on MONDAY, the 21st October.
WARRANTS will then be delivered by the Undersigned to SHAREHOLDERS, or their lawful Representatives, on presentation of SHARE CERTIFICATES for endorsement.
The TRANSFER BOOKS of the Company will be CLOSED from the 11th to the 21st October inclusive.
By Order, RUSSELL & Co.,
Liquidators.
Shanghai, 9th October, 1878. [1m1748

GOVERNMENT NOTIFICATION.

SALE OF THE OPIUM FARM.

Notice is hereby given that TENDERS for the PRIVILEGE of PREPARING and SELLING PREPARED OPIUM within the Colony for the term of ONE, TWO, or THREE YEARS from the 1st of MARCH, 1879, under the Provisions of Ordinance No. 2 of 1858 will be RECEIVED at this Office until NOON on WEDNESDAY, the 23rd October, 1878.
Each Tender should specify the Monthly Payment offered for the period above-mentioned.
The Government does not bind itself to accept the highest or any Tender.
Should the highest Tender be less than the sum the Governor thinks a fair price for the Opium Farm, His Excellency in Council will grant Licences direct under Section 3 of the Ordinance and take such further steps as may be necessary to realize a fair price.
By Command,
C. MAY,
Acting Colonial Secretary.
Colonial Secretary's Office,
Hongkong, 3rd October, 1878. [tf1423

NOTICE.

WE beg to inform the Public in general that WONG TEEN POO, otherwise called WONG YOW CHUEN, is no longer in our employ since February last past, and we do not hold ourselves RESPONSIBLE for any transaction entered into by him on our account.
TACK MEE HOP KEE HONG.
Hongkong, 16th October, 1878. [1w1728

LESSONS IN DANCING.

A CLASS for instruction in DANCING to CHILDREN and ADULTS will be OPENED on the 1st October next.
For Particulars, address Q. R., *Daily Press* Office.
Hongkong, 21st September, 1878. [3m1485

THE STAG HOTEL,
QUEEN'S ROAD CENTRAL, HONGKONG.
Under New Management, this Establishment will now be conducted as a First-class Hotel.
Tiffin at ONE o'clock. Dinner at SEVEN.
Wines and Spirits of the Best Quality only.
New English and American Billiard Tables.
J. COOK, PROPRIETOR.

ORIENTAL HOTEL,
WELLINGTON STREET, HONGKONG.
STOCKHAUSEN AND ROSE,
PROPRIETORS.
TIFFIN at ONE. DINNER at SEVEN O'CLOCK.
Wines, Spirits, &c., of the Best Quality only.
English, French, and German Spoken.
BILLIARD ROOMS—BOWLING ALLEYS.

CHINA FIRE INSURANCE COMPANY, LIMITED.

ADJUSTMENT OF BONUS FOR THE YEAR 1877.

SHAREHOLDERS in the above COMPANY are requested to furnish the Undersigned with a LIST of their CONTRIBUTIONS for the year ending 31st December last, in order that the proportion of the Net Profits to be reserved for Contributors may be arranged. Returns not rendered prior to the 31st OCTOBER NEXT will be adjusted by the Company, and no claims or alterations will be subsequently admitted.
JAS. B. COUGHTRIE,
Secretary.
Hongkong, 1st August, 1878. [3m1298

HONGKONG FIRE INSURANCE COMPANY, LIMITED.

ADJUSTMENT OF BONUS FOR THE YEAR 1877.

SHAREHOLDERS in the above COMPANY are requested to furnish the Undersigned with a LIST of their CONTRIBUTIONS for the year ending 31st December last, in order that the Distribution of TWENTY PER CENT. (20 %) of the Profits reserved for Contributors may be arranged. Returns not rendered prior to the 31ST OCTOBER NEXT will be adjusted by the Company, and no claims or alterations will be subsequently admitted.
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 1st August, 1878. [3m1299

DENTAL NOTICE.

DR. ROGERS begs to announce that he intends VISITING AMOY and FOOCHOW, leaving Hongkong on September 15th, and returning on November 1st.
Hongkong, 22nd August, 1878. [19

THE EQUITABLE LIFE ASSURANCE SOCIETY OF THE UNITED STATES.

The Undersigned are prepared to accept RISKS at GREATLY REDUCED RATES and upon Terms very favourable to the Assured.
OLYPHANT & Co.,
Agents.
Hongkong, 18th October, 1878. [1733

MURRAY AND LANMAN'S FLORIDA WATER.

CAUTION.

Having learned that large quantities of IMITATIONS of our FLORIDA WATER have recently been imported to Hongkong, we caution the Public against PURCHASING any that does not bear the name MURRAY and LANMAN on the label. Each bottle of the GENUINE is wrapped with a Pamphlet printed on paper which has the words "LANMAN and KEMP, NEW YORK" in Water Mark.
Messrs. MELCHERS & Co. are our ONLY Agents for Sale of the GENUINE FLORIDA WATER at Hongkong.
LANMAN AND KEMP.
New York, July 9th, 1878. [3m1416

NOW ON SALE.

THE HOUSEHOLD COMPANION AND STUDENT'S FIRST ASSISTANCE,
By DR. DEVAN,
With many Additions, Corrections, and Dr. WILLIAMS' Orthography.
PRICE:—
In Paper Wrapper .... $1.50.
Neatly Bound .... $2.00.
Apply at the *Daily Press* Office.

INTIMATIONS.

THEATRE ROYAL,
CITY HALL, HONGKONG.

TO-MORROW (THURSDAY) EVENING,
OCTOBER 24TH, 1878,
THE ROYAL ENGLISH OPERA AND OPERA BOUFFE COMPANY,
will produce
WALLACE'S ROMANTIC OPERA
"MARITANA."
In Three Acts.

MISS ELCIA MAY AS MARITANA.

CAST OF CHARACTERS:

LAZARILLO	Miss CLARA STANLEY.
DON CÆSER DE BAZAN	Mr. H. VERNON.
DON JOSE	Mr. H. PHILLIPS.
KING OF SPAIN	Mr. PADDON.
MARQUIS DE MONTEFIORE	Mr. J. ROLLINGS.
ALCADE	Mr. G. ADNAMS.
CAPTAIN OF THE GUARD	Mr. J. ROLLINGS.
MARCHIONESS	Miss B. DRAEGER.
MARITANA	Miss ELCIA MAY.

SOLDIERS, &c.

MUSICAL DIRECTOR ...... MR. F. PANIZZA.

The Operas are produced under the Sole direction of Mr. H. VERNON.

Tickets to be had and Seats secured at Messrs. KRUSE & Co.'s, where a Plan of the Theatre may be seen.

PRICES OF ADMISSION:
Dress Circle or Orchestra Stalls } TWO DOLLARS.
Pit .... ONE DOLLAR.

Ladies unaccompanied by Gentlemen cannot be admitted.
Hongkong, 21st October, 1878. [1738

FOR SINGAPORE, BRISBANE, SYDNEY AND MELBOURNE.
(Calling off the usual COAST PORTS, and taking through Cargo and Passengers for NEW ZEALAND).

THE Eastern and Australian Mail Steam Company's Steamer
"BRISBANE,"
Captain Reddell, will be despatched as above on TUESDAY, the 5th November, at Noon.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 23rd October, 1878. [1653

WANTED.—Any one having a full Edition or odd numbers of the "CHINESE REPOSITORY" to dispose of will find a Purchaser by applying to K., care of U. S. Consul, Canton. State Price and Particulars.
Canton, 19th October, 1878. [1754

WANTED, EMPLOYMENT as CLERK in a Mercantile or other Office, by a Youth, who has received a thoroughly good English education. Moderate Salary only required. Address "A. B. C.," *Daily Press* Office.
Hongkong, 22nd October, 1878. [1747

WANTED, to Rent, a SMALL HOUSE, or TWO or THREE FURNISHED ROOMS, in a good and central locality. Address E. E., Office of this Paper.
Hongkong, 18th October, 1878. [1w1732

FOR SALE.

TWO OSAKA CARPETS.
LANE, CRAWFORD & Co.
Hongkong, 18th October, 1878. [1731

HONGKONG RACES, 1879.

The HONGKONG DERBY, a Sweepstakes of $20 each, half forfeit if declared on or before the date of closing Entries, with $100 added for 1st Pony and $50 for 2nd.; For all China Ponies, *bonâ fide* Griffins at date of Entry (25th January, 1879). First Pony 70 per cent., Second Pony 20 per cent., and Third Pony 10 per cent. Weight 10st. 7lb.; One Mile and a Half. Nominations close on SATURDAY, 21st December, 1878, addressed to the CLERK OF THE COURSE, at the Hongkong Club.
By Order,
M. W. SAUNDERS, Lieut. R.A.,
Clerk of the Course.
Hongkong, 11th October, 1878. [tf1705

F. HUTCHINGS
begs to announce to the Community of Hongkong that he will be able to supply
BEEF, MUTTON, &c.,
from 1st October, and trusts that they may grant him their support.
SHOP—WELLINGTON STREET, opposite the Cathedral.
Hongkong, 19th September, 1878. [1576

NOTICE TO MARINERS.

No. 91.

CHINA SEA.

WENCHOW DISTRICT—WENCHOW HARBOUR.

"LION ROCK," BEACON.

Notice is hereby given, that a BEACON has been ERECTED on a small Pinnacle Rock called "SHI-SHI," (Lion Rock), submerged 8 feet at H. W. springs, situated near the anchorage at Wenchow about 600 feet S.E. of the East end of the island known as the Chiang-Hsin-Ssu, which is in the middle of the river opposite the North Wall of the City.
The BEACON consists of a POLE 15 inches in diameter painted BLACK and WHITE ALTERNATE BANDS, on which is fixed a BALL 6 feet in diameter painted BLACK, with a horizontal WHITE BAND round the CENTRE.
The Top of the Pole is 24 feet above H. W. springs. The Centre of the Ball is 15 feet above H. W. springs.
By Order of the Inspector-General of Customs,
GERALD E. WELLESLEY,
Acting Engineer-in-Chief.
Imperial Maritime Customs,
Engineers' Office,
Shanghai, 20th September, 1878. [1724

NOTICES TO CONSIGNEES.

NOTICE.

CONSIGNEES of Cargo per British Bark "MARINA," F. Jean, Master, from London, are requested to take immediate delivery of their Goods from alongside the Vessel.
Cargo impeding the discharge will be landed and stored at Consignees' risk and expense.
Bills of Lading will be countersigned by
WM. PUSTAU & Co.,
Agents.
Hongkong, 22nd October, 1878. [1749

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES of Cargo per Steamship "OCEANIC," from San Francisco, &c., are hereby requested to send in their Bills of Lading for Countersignature, and to take immediate delivery of their Goods.
Cargo impeding discharge of the Steamer will be landed and stored at Consignees' risk and expense.
G. B. EMORY,
Agent.
Hongkong, 17th October, 1878. [1733

NOTICE.

IN the "CHINA OVERLAND TRADE REPORT" of TO-MORROW will be published an interesting account of CAMBODIA, written expressly for that Journal.

Extra Copies can be procured by ordering them TO-DAY.

Daily Press Office, Hongkong, October 22nd, 1878.

NOW ON SALE.

THE CHRONICLE AND DIRECTORY FOR 1878.

(With which is incorporated "THE CHINA DIRECTORY.")

This Comprehensive Work, now in the SIXTEENTH YEAR of its existence, has been compiled from the BEST and MOST RELIABLE SOURCES, and no pains have been spared to render it COMPLETE in EVERY RESPECT.

The larger Directory contains the different Treaties and Conventions made by China and Japan with foreign countries, together with various Acts, Ordinances, and Regulations relating to Commerce and Shipping.

The Chronicle and Directory is the only publication of its kind for China and Japan, and it will be found invaluable in all Public Mercantile, and General Offices.

It is published in two forms—Complete at $5; or, with the Lists of Residents, Port Directories, Maps, &c., at $3.

Orders for Copies may be sent to the *Daily Press* Office, where it is published, or to the following Agents:—

MACAO............Messrs. A. A. de Mello & Co.
SWATOW..........Messrs. Campbell & Co.
AMOY..............Messrs. Wilson, Nicholls & Co.
FORMOSA..........Messrs. Wilson, Nicholls & Co.
FOOCHOW.........Messrs. Hedge & Co.
NINGPO...........Messrs. Kelly & Walsh, S'ghai.
SHANGHAI.........Messrs. Hall & Holtz.
SHANGHAI.........Messrs. Kelly & Walsh.
HANKOW and RIVER PORTS } Messrs. Hall & Holtz and Kelly & Walsh, Shanghai.
CHEFOO and NEWCHWANG } Messrs. Hall & Holtz and Kelly & Walsh, Shanghai.
TIENTSIN and PEKING } Messrs. Hall & Holtz and Kelly & Walsh, Shanghai.
NAGASAKI.........The C. and J. Trading Co.
HIOGO, OSAKA...The C. and J. Trading Co.
YOKOHAMA.......*Japan Gazette* Office.
MANILA............Messrs. J. de Loyzaga & Co.
SAIGON............Mr. J. H. Bloom.
SINGAPORE.......Messrs. Sayle & Co.
BANGKOK.........Messrs. Malherbe, Jullien & Co.
LONDON...........Mr. F. Algar, Clement's Lane.
LONDON...........Mr. Geo. Street, 30, Cornhill.
LONDON...........Messrs. Bates, Hendy & Co.
SAN FRANCISCO Mr. L. P. Fisher, 21, Merchants' Exchange.
NEW YORK.......Messrs. S. M. Pettingill & Co., 37, Park Row.

NOTICE.

A. S. WATSON AND CO., FAMILY AND DISPENSING CHEMISTS,

By Appointment to His Excellency the GOVERNOR and his Royal Highness the DUKE OF EDINBURGH,

WHOLESALE AND RETAIL DRUGGISTS, PERFUMERS,

PATENT MEDICINE VENDORS, DRUGGISTS' SUNDRYMEN, And AERATED WATER MAKERS.

SHIPS' MEDICINE CHESTS REFITTED, PASSENGER SHIPS SUPPLIED.

NOTICE.—To avoid delay in the execution of Orders it is particularly requested that all business communications be addressed to the Firm, A. S. WATSON and Co., or

HONGKONG DISPENSARY. [17

NOTICES TO CORRESPONDENTS.

Communications on Editorial matters should be addressed "The Editor," and those on business "The Manager," and not to individuals by name.

All letters for publication should be written on one side of the paper only.

Correspondents are requested to forward their name and address with communications addressed to the Editor, not for publication, but as evidence of good faith.

The Daily Press.

HONGKONG, OCTOBER 23RD, 1878.

It was generally thought that the Chinese troops under General KIN SHUN had completely effected the subjugation of Kashgaria. Town after town had been taken and, the inhabitants put to the sword, the Ameer and his friends were forced to seek refuge on Russian territory, and the Chinese troops were apparently masters of the situation. So elated with their successes were they, indeed, that they imperatively demanded the rendition of BEG KULI BEG and his followers, as criminals guilty of treason, from the Governor-General of Russian Turkestan. General KAUFMANN refused to deliver up the fugitives, and the Chinese Government has repeated the request, together with a demand for the restoration of the Kuldja, to the Authorities at St. Petersburg. Now comes a story of disaster to the Chinese arms. Russian advices from Turkestan have been received stating that a body of Kashgarians led by one NYAZ BEG—probably a relative of the Ameer—attacked three thousand Chinese troops, routing and almost annihilating them. It is rather singular, and not altogether without significance, that the Kashgarians should have thus suddenly rallied and so utterly defeated the Chinese. If they could not make any head against the Imperial forces before, and surrendered town after town without striking a blow, how is it that they have at the eleventh hour commenced a resistance which might have been more effectual months earlier? Two explanations only occur to us. This man NYAZ BEG may have only lately discovered the real weakness of the Chinese army and may have experienced a good deal of trouble in rousing his countrymen from the panic into which the Chinese successes had plunged them. Or—and this is not improbable, after the differences which have arisen between the two Governments—Russian officers may be the guiding spirits of the Kashgarian force and Russian arms may have been supplied to them. However this may be, the reverse sustained by the Chinese in Kashgar is likely to put an entirely new face on affairs in Central Asia. The Kashgarians, encouraged by this signal defeat of the Chinese, will be sure to renew the struggle for their independence, more especially if they can count on the support of Russia, and the fruits of the long and costly campaign which China has carried on may yet be lost to her. With the Kashgarian war, the new rebellion in Kwang-si, and the Ningpo trouble, the Government of Peking has its hands pretty full just now. Moreover its finances have been strained to tension, and as the crops in many districts have been ruined by storms and inundations, scarcity will prevail during the winter. Under these circumstances, therefore, it is probable that the Chinese Government will be constrained to abandon its demands on Russia and perhaps to concede Kashgarian independence.

A SMALL Chinese difficulty has arisen in Penang from a most trivial cause. Mr. OMMANEY, the Superintendent of the Police in that Settlement, appears to be a great Sabbatarian. A short time back one KHOO KHAI HOCK, a leading man among the Chinese in Penang, applied for a three days, "permit" to celebrate a marriage. One of the days named happened to be Sunday, the 29th September. The Municipal authorities signed the pass, but, says the correspondent of the *Straits Times*, when it was presented to Mr. OMMANEY, this date was struck out, his Sabbatarianism being too strong to allow the day to be desecrated by the performance of matrimonial rites. It was explained that marriages had often taken place on Sundays, but to no purpose; the Superintendent of Police was firm, and the luckless bridegroom was compelled to postpone the consummation of his bliss *sine die*. Very naturally the Chinese feel aggrieved, and fail to see the impropriety of celebrating marriages on the Christian Sabbath. It is not a holy day with them, and they cannot understand why they should be debarred from holding a festival on such an occasion. Nor do we. With all deference to the pious Mr. OMMANEY we would suggest that such a proceeding is calculated to set the Chinese against Christianity, while it is at the same time in clear and distinct violation of that religious toleration which it is our boast exists in all parts of the British Empire. It is quite possible that the Chinese at Penang might have discoursed a little more sweet music on Sunday, the 29th September, than would have been acceptable had the permit been granted; but we presume they would have confined their festivities to their own quarter of the town of St. George, and the nuisance would not have been appreciable. It is a serious mistake for officials to be thus gratuitously obstructive and unaccommodating in matters of this kind. When concessions can be made safely without prejudice to the interests of the other sections of the community they should not be withheld.

The paddle-despatch boat *Vigilant* will go out of harbour to-day with the Commodore on board, for a short cruise.

Mr. Justice Russell sat in Summary Jurisdiction yesterday, but the cases before him were of no public interest.

The Pacific Mail steamer *City of Peking*, with the American mail of the 1st instant, will leave Yokohama for this port to-day.

We hear that there are twelve Australian horses on the way to Hongkong, on board a vessel which left Newcastle, N.S.W., the early part of this month.

The *Audacious*, 14, Captain Durrant, leaves here this afternoon for Singapore *en route* for England. She will take with her a number of time-expired men of the 74th Highlanders.

We understand that the Portuguese are going to celebrate their King's birthday on the 31st October with a theatrical performance and illumination at the Lusitano Club.

We are requested to state that the Bokhara Buoy, which drifted from its position on the rock during the gale of the 8th instant, has not yet been replaced owing to the heavy sea.

At the Marine Court, yesterday, before Mr. J. P. McEuen, Lam Awing, a supercargo, was charged by P.C. 41 with throwing ballast into the harbour on the 21st instant. He was fined $10.

We are informed by the Superintendent of the Eastern Extension, Australasia, and China Telegraph Company that communication between Saigon and Singapore is restored, but telegrams are liable to delay.

We are informed (says the *Globe*) that Russia is about to fit out one of her men-of-war in the Pacific to make a scientific survey of the northern islands of Japan and the waters lying between Vladivostock and Hakodate.

The following literary curiosity reached us by post yesterday morning:—

Impossible as Seems to be,
The Human tide in level Sea.
Methinks before next Century,
Such rank preserves humanity.
Greeting this elating bliss,
Good men would in Creation.
Praise Heaven more, raise giving poor,
Its ends writs Sends Consideration.
If this assertion will be blamed,
Its from an Animal untamed.
Whether in sun shine or typhoon,
Its happy in its own Saloon.

LING KEE, Hongkong.

The theatre at Manila was totally destroyed by fire on the morning of Sunday, the 13th inst. It appears the lamp trimmers were preparing the lamps for the evening's performance in the room and for that purpose, when the petroleum in one of the lamps caught fire and almost immediately the room was enveloped in flames, there being some quantity of oil stored in it. The people engaged in the theatre had only just time to make their escape before the whole building was ablaze. All the available fire-engines were turned out, but the efforts to subdue the flames were quite ineffectual, and the theatre was burnt to a heap of cinders. The French Opera-Comique troupe were occupying it at the time, and they were to be succeeded by a Spanish Company which had just arrived from Spain.

The Inspection of the Government and Volunteer Fire Brigades took place yesterday afternoon, when Mr. McEuen and Mr. Carvalho were present and there was a good muster of members. They met at the Central Fire Brigade Station, Cross-roads; the large steam engine was taken to the Praya and the hose run along an alley into the Queen's-road, where it was attached to the small steam engine, close to the British Hotel. A hose was laid from thence up the hill to a manual engine near the Po Luk Theatre, and thence carried along Po Yan-street to the top of the hill. The force of water obtained at that height was very good. Everything was in good working order. After playing for some time the hose was rolled up and the engines were returned to the station.

A serious accident occurred yesterday afternoon at the Inspection of the Government and Volunteer Fire Brigades. The heaviest steam engine was being pulled along by a number of coolies, who had hold of the traces leading from the fore corners of the engine, and Police Constables Bond and Clare were at the shafts. Upon going down the hill near Jervois-street, the engine naturally went rather fast, notwithstanding the break being hard on. The coolies fell to the rear, letting go the traces, which caught around Police Constables Bond's legs, tripping him up. He fell upon his face and the two wheels passed over his shoulder. He was instantly picked up and sent to the Government Civil Hospital, where it was found his collar-bone was broken, left elbow dislocated, his right leg cut and much swollen, and his head cut and in several places the skin taken off. Last night he was progressing favorably, but was in great agony.—As the large steam engine was being taken to the Praya yesterday its wheels sunk into the ground at the end of Cleverly-street, and it was not hauled out without some difficulty. Whilst going along the Praya the road sunk beneath it in some places two and three inches.

Last night was the commencement of the Chinese festival of Wa-hwang Fa-ti. The outside of the Man Mo Temple, Hollywood-road, has been fitted up as an exhibition and at the east end of it is a small theatre. The festival is to celebrate the birthday of Wa-kwong Ta-ti, the Tauist god of fire, worshipped by all classes with great parade to preserve houses and shops from fire. The temples dedicated to this idol in the city of Canton are more numerous than to any other deity. The show will last until Friday night.

POLICE COURT.

October 22nd.

BEFORE MR. C. V. CREAGH.

ALLEGED LARCENY OF SHIP'S STORES.

John Henry Dixon, described as a steward unemployed, was brought up on remand, charged on seven counts; first, with having on the night of the 26th September broken into the grog locker of the *City of Manchester* and stolen therefrom four bottles of gin; second, with being drunk and disorderly on the said day; third, with having some time on the said day entered by a window the captain's cabin, the door of which had been bolted by Captain Buth, and unlawfully abstracted therefrom, or caused to disappear, or to be thrown overboard, two ship's chronometers, one sextant, two telescopes, one binocular glass, an aneroid barometer, and one meerschaum pipe; fourth, with having opened a tin box, belonging to the ship, and abstracted therefrom sundry ship's papers, and also a receipt for £7 10s. in favour of Mr. A. W. Roberts, second officer of the said ship; fifth, with having wilfully torn and destroyed a portion of a letter book containing records of the voyage, &c.; sixth, with having unlawfully had in his possession a black coat and a silver watch belonging to the captain; and seventh, with having wilfully pierced with a bradawl sundry tins of preserved meats, the contents of which were thereby rendered useless, and with having stolen or caused to disappear two hams.

The prisoner reserved his defence.

His Worship committed the prisoner for trial at the criminal sessions of the Supreme Court.

ALLEGED LARCENY BY A EUROPEAN.

William Peterson, a seaman unemployed, was brought up on remand, charged with stealing thirty dollars in silver money, the property of James Daly, a seaman living at the London Inn.

His Worship now committed the prisoner for trial at the criminal sessions of the Supreme Court.

CANTON.

[FROM OUR OWN CORRESPONDENT.]

21st October.

It is notified in the Governor's circular that the wearing of winter hats will be commenced on the morning of the 26th instant.

There has been great mortality amongst the prisoners in the Nam-hoi prison lately and several inquests have been held within the last few days.

A day or two ago a trading junk while on her way from Sun Way to Canton collided with another junk. The damage on both sides was trifling, but a hot quarrel sprung up between the crews of the two craft in which one man was shot and two wounded. A cruiser arrested one of the junks in consequence and handed her over to the authorities.

THE CHINA MERCHANTS' REPORT CRITICISED.

The Reports of the China Merchants' Steam Navigation Company afford an instructive commentary on the means which have been pursued of late by the predominant faction in the Empire. Started on the basis of rendering the position of foreigners in China unendurable, and boasting of their approaching annihilation, it has now been discovered by its managers that the powers even of a Government may be limited; and that there are regions into which none but the most hairbrained of politicians will step. That in fact Government is one thing, and commercial enterprise another; and that the attempt to amalgamate the two must of necessity result in injuring the cause of both one and the other. The report of the Company published in 1876 spoke boastfully of the project of establishing a "Grain Convoy and Public Carrying Company," with the object of diverting to China the profits of the traffic. "During several years previously, foreign companies made yearly profits of several millions, but since the establishment of the China Merchants' Company their receipts are reported to be sufficient only for their expenses. Their profits have been limited; the drain of the Chinese money is stopped, and the conveyance of merchandise no longer confined to foreign bottoms.—In making the foregoing statements, the Directors do not perversely oppose themselves to public opinion. They are convinced that, by pursuing steadfastly their present line of action it will in the end be proved that, instead of injury great benefit must result from their policy." After two years more of existence it is useful to examine how far these objects have been gained; what is the sum of profit which has been diverted to China through the operations of the China Merchants' Company, and what the benefit which has resulted or is likely to result through their policy.

At the beginning we may say that the accounts of the China Merchants' Company are not remarkable for lucidity, and that their comprehensibility does not improve as time goes on. In Europe, where shareholders are at least supposed to have the power of investigating accounts, some little attention is paid to their intelligible rendering. As, however, shareholders of the China Merchants' Company have only contributed 750,000 taels out of a capital returned at upwards of five millions, there is probably not much inducement to make them too clear. Last year, in reviewing the position of the Company, we spoke of the difficulty of ascertaining the meaning of the accounts. Last year's accounts were, however, lucidity itself compared with those the Company now puts forward. Other changes may likewise be noticed. In the first noticed report, the Directors of the Company spoke with an affectation of modesty of their position. They were Directors, they did not state how, and "as in duty bound by the laws of the Company, they have to request that shareholders will proceed to elect in their place others more deserving and capable than themselves." In No. II., the form of address was somewhat changed; the Directors simply "hope to have the consideration of the shareholders." No. III. leaves even this appeal out, "It is now five years since the Directors had the honour to receive instructions from the Earl Li to undertake the management of the Company." They have rendered accounts not as in duty bound, but that the shareholders may be "induced to make themselves acquainted therewith." The want of confidence between the Directors and the shareholders has been growing greater year by year; and this, if nothing else, is plainly shown in the position of the capital fund. At the time of the first published Report, up to September, 1876, the capital subscribed was 685,000 taels out of a total indebtedness of a little over two millions. By the next year the amount of share capital had increased to 730,000 taels, or an increment of 45,000 taels, while the entire indebtedness was increased by nearly three millions to 2,763,000 taels. During the year just passed, but 20,000 taels have been subscribed from all sources, while the indebtedness of the Company has increased, by some 400,000 taels, to 5,164,000 taels.

Last year, in reviewing the position of the Company, we pointed out that while its property had been increased by the purchase of the S.S.N. Co. and of property from Messrs. Russell and Co., the nominal value had been further increased by about 230,000 taels in addition to the cost price, and that no explanation of this extraordinary result was given in the accounts. No allowance had been made, moreover, for depreciation, which on property on the nature of that belonging to the Company should at the time of the last report have amounted to about 580,000 taels. This year a still more extraordinary statement of assets is put forward. The *Aden*, originally valued, according to the report of 1876, at 200,000 taels, although a hulk for three years, seems not to have been written off yet, as the over-valuation placed on the fleet in 1877 cannot apparently be otherwise accounted for. The fleet, according to the report, consists now of 31 steamers, against 28 in 1877. During the year the *Howsang* and *Szechuen* were lost, both valuable vessels, and the fleet was reinforced apparently, for we are not given details, by the acquisition of the *Soochow*, the *Hwai-yuen*, the *Ta-yew*, one of the Foochow gunboats, and the sailing-vessel *Cheng-to*. Of these, several had already stood in the Company's books, the *Tayew* at 41,500 taels, while there was reason to believe that the *Hwai-yuen* (late *Calabar*) represented a considerable portion of an asset in the 1877 accounts denoted floating balances. The *Ta-yew* has remained during the greater part of the year inactive; the *Hwai-yuen* has earned a most unsatisfactory reputation; of the others, except the *Soochow*, which latter on the Ningpo line has probably been found a favourable investment, we know little or nothing. During the year, a fact strangely omitted from the report, the *Fire Queen* has been dismantled, the *Plymouth Rock* is said to be undergoing a similar transformation; the *Fychow* is, we believe, being repaired at a cost exceeding her value, while the *Fusiyama*, last year razeed, is seemingly still on the list. Notwithstanding these facts, the nominal value of the fleet, now mainly consisting of the old ships well on their way to being converted into pontoons or sold for old materials, is written up from 2,782,000 taels to 2,829,000. Last year we commented on the large amount of outstanding freights, which amounted to 294,000 taels; this year this item has been apparently reduced to 290,000 taels, but a still more ominous item takes its place—the amount of floating balances due by private persons has increased from 90,000 taels to 237,000 taels. We can only guess at the particulars of this last amount, which has probably been reinforced by writing off some of the excessive amount which we remarked on last year as being due on freight. The valuation of the wharves and godowns has been increased by some 20,000 taels over last year's, but this may have a fair show of reason; though it is well to remember that buildings like ships eventually decay, though the process may be more protracted.

One or two other items in the capital account have a similarly ominous look. There is stated to have been an agreement made at the beginning of the year to pay back advances made by Government at the rate of 150,000 taels per annum. The mode in which this has been done in characteristic. After writing off the value of the *Howsang*, apparently, after she is lost, placed at 77,500 taels, and which without any other explanation has been taken out of this liability of 150,000 taels, the balance, 72,500 taels, is placed as a debit in the capital account, increasing thereby apparently the indebtedness of the Company. The amount due on such advances has in the meanwhile increased from 1,866,000 taels to 1,022,000 taels. A still more startling item is to be found in the indebtedness of the Company to banks and private individuals. In the accounts of 1877, this indebtedness, distributed over three items, seems to have amounted to 1,017,000 taels; in those under review it has increased to 1,472,000 taels. In the face of these facts, the Directors of the Company have thought fit to add another charge to the capital account in the form of a "Stock Dividend" of 5 per cent. on the ordinary capital, amounting to upwards of 37,000 taels.

So much for the capital account. The revenue accounts do not exhibit a much more favourable aspect. The gross profits, reckoning all the steamers' accounts which showed a profit, amounted as stated to 250,000 taels, against which in ordinary necessary expenses we find various items amounting to 320,000 taels, leaving apparently 200,000 taels for payment of interest, depreciation, and extraordinary expenses. An extraordinary item appears to the credit of this account in the shape of balances of interest. How such an item in such a place appears, seeing that the acknowledged indebtedness of the Company to the S.S.N. Co., the two Insurance Companies whose shares it has appropriated, and various banks and private individuals, and independent of nearly two millions due to Government, amounting to 2,350,000 taels, we are at a loss to imagine. Some of these sums are guaranteed interest at the rate of eight per cent. per annum; we believe the company promised to pay the Insurance shareholders 15 per cent.; the balances in the banks are of course subject to the ordinary rate of interest fluctuations from day to day, and this can scarcely be put down at less than 10 per cent. per annum. Altogether we may accept the item of 258,500 taels placed on the other side of the revenue account as an approximation to the amount of interest actually due on moneys lent to the Company; the sum of 106,800 taels being probably for interest on Government advances at an approximate rate of 5 per cent. This would indicate a loss on revenue account of 165,000 taels, or 22 per cent. on the capital. Last year we were able to arrive at an approximate value of the fleet, which seemed to be overvalued by some 570,000 taels. Balancing the additions during the year to the fleet against the losses, and allowing for depreciation, its present value cannot amount to more than two millions of taels. The hulks and small steamers seem to be over-valued at 257,000 taels, but allowing for them 200,000 taels, we make out the assets of the Company to amount to about 3,500,000 taels. To this, adding freights due 290,000 taels, cash in hand 40,000 taels, and and probable value of debts owing 50,000 taels, we obtain a total of 3,880,000 taels, against an acknowledged indebtedness of 4,375,000 taels, excluding from the latter the original capital and so-called stock dividend. The shareholders of the Company have been invited to inspect the accounts, "so that they may have a thorough insight into the Company's affairs." These remarks of ours, drawn from an inspection of those accounts, may perhaps aid them in gaining some insight into its present condition.—*N. C. Herald*.

WORDS ON INSTRUCTION.

In ancient times the modes for instructing the people were apparently remiss, but really searching and minute, afterwards apparently strict, but in reality lax. At present, for the most part, all popular instruction is precautionary and cannot be called instruction. Of the measures used in high antiquity there are no means of ascertaining, but after Yu and Tsi had completed their labours, the one in dividing the land and the water, and the other in agriculture, the people had plenty to eat and were able to live in peace. Then instruction commenced, and also punishment. Before the three dynasties, Rulers and Ministers themselves instructed the people. Confucius and Mencius then arose, teachers were set up, who taught the doctrine which has been honoured for a myriad ages, and teaching fell into their hands. The duty of instructing the people, incumbent on the Rulers and Ministers, fell into disuse from this time; but clever and talented men were selected from among the people and called scholars; below them the people were governed by penalties. In the times of the Han dynasty, the custom of selecting men from the towns and villages existed, and anyone, no matter how mean his origin, could, if energetic, upright, and respectable, obtain office. The people then pressed on of their own freewill towards instruction, and teaching flourished and spread abroad greatly. After the six dynasties, the era of essay writing became daily more prominent, but the foundation of all real study became neglected; this continued till examinations, especially devoted to essays, were set up, and from this time scholars and people have travelled by different roads. Instruction became confined to scholars—a great divergence from the customs of antiquity. This examination has been handed down from teacher to pupil for successive generations, and skill in what is but an accessory gains a great name now-a-days, as everyone knows. This being the condition of scholars, we need not discuss the people. Enquiry into the reason of this shows that in antiquity those most excellent institutions, the feudal fiefs and allotment lands, existed. Each field was marked off and mutual assistance was easy for the people; public land was worked by joint effort, and the people were in close and intimate relations with their officers and elders. The responsibility of instruction being thus in the hands of superiors, education could spread among the people. In each fief of the extent of 100 li were officers of a state and court and country had their own officers. Affairs were few, but each official had his special office. Village counsellors and hamlet elders superintended their people, and instructions, therefore, was diffused with facility. Salaries too, were taken from the produce of public lands, according to the rank of each; and each state, whether 100 li or 70 or 50 in extent, had sufficient to support its officials, free from any anxieties as to a deficiency of funds; thus intimate relations between people and officials were promoted.

When the destruction of this system was allowed by all land becoming private property, officials could only take cognizance of matters connected with the regular taxes. A magistracy would equal in size one of the ancient smaller "states," where the ancient "scores of officials" have become represented by only a single Magistrate, with perhaps an assistant or two, a jail warden, and a secretary; and the intimacy formerly existing between officials and people became unattainable. These officials do not instruct the people—this devolves on the teachers, and they only teach when the people themselves require them; and of such people there are only one in ten. Thus instruction of the people has become impeded, and heterodoxy, eccentricities, and extravagances spread further daily, till at last the display of punishment—really a mere accessory of Government—has become imperative. When the Holy men of antiquity ruled the state, their ordinances were minute and clear; but the feudal fiefs and square field method have been abolished without possibility of restoration, and the loss will exceed the gain if customs, disused for many hundreds of years, be re-established. Our present dynasty has for the most part followed the paths of the Ming, has established Magistrates in the various departments, and also officers specially detailed for educational duties. The original idea here was not to make and distinction between scholar and people; but all effort was still directed towards teaching scholars, so that the rules were all made for their benefit and the people left uncared for. Though the reading of the sacred edict was intended for all equally, yet in many villages it has degenerated into an empty show of feasting friends without any real work. Whence, then, is to come honour to Princes, friendliness to superiors, or politeness for the people, when it has already become a more empty show for the scholars themselves? When young, they accustom themselves to the rules of composition with their own teachers. Their studies completed, they obtain the B.A. and then enter their names at the educational bureau. The officials register their names, send them every year to the Chancellor's examination, and every third year to the M.A. examination. During this time 200 or 300 study together, but only two or three are known to the instruction officers. Themes are issued monthly, but no one cares to go, and the farce of the thing is shown at the spring and autumn sacrifices when names are called, but no one goes. Fortunately, though Imperial instruction does not reach them, scholars study themselves, and no harm happens, but the same cannot be said of the people. In the affairs in Kwangtung, related in the *Peking Gazette*, there is matter for ample regrets at the want of instruction. Here, Mother Wong-yu, acting like her sex, eats vegetable food, repeats scriptures, builds temples, burns incense, and chastens herself; then one Wang San-i, depending on her for food, starts the idea of defrauding people out of their cash, excites the people with false stories and gossip, styles himself Prince, loads away 1,000 taels of booty, and excites suspicions in a way that is truly extraordinary, for the rioters could not have known their defeat would inevitably be followed by their head and body being in different places. These foolish men and women followed the local current but had no really rebellious intentions. Chiefs and followers must have been equally uninstructed, and the belief in ghosts and spirits manifested in Kwang-tung proves this. When the true doctrine is not spread abroad, heterodoxies and doubts easily rise up; this is the ordinary state of affairs. But when the national customs are thoroughly implanted in man's mind and well upheld, they should be notified in proclamations, orthodoxy should be exalted and heterodoxy shut out; but we fear essentials have been so long neglected that accessories now are hard to gather. Buddhism is a great calamity. The methods of instruction of the three dynasties fell into neglect at the times of the seven States of the spring and autumn, and were destroyed by Ch'in. They were revived by the Han, but not completely, when the after Han came and they were no longer handed down. Then came Buddhism and with brazen effrontery stole away the meaning (of Confucianism), in their treatment of the people. Thus the people first lost instruction and having nothing to rely on, heterodoxy entered in among them and became deeply instilled. After six dynasties, Buddhism increased and flourished greatly during the Tang dynasty. Temples and masses multiplied, myriads of shaven priests arose. Then Han Wenhung arose, moved by bitter anger, and remonstrated against the honour shown to Buddha's bones; but his writings were neglected and practically failed. But had the Tang re-established the foundation, the poison of Buddhism would not have overspread the nation, but would have been cut off in mid-career. It was not; and it now penetrates deeper and deeper among us without any day of assistance dawning. The words of Buddhism are shallow and ordinary, and its events new and strange; but it exhorts men to mercy and sympathy, helps them to establish their hearts, is easily explicable to the foolish people and very practicable, so that the instruction for the people, fettered in the chains of Buddhism, can never be as it was. Instruction reaches scholars, and there stops; but flatterers of Buddha, believers in ghosts and spirits, and lovers of money-giving to priests, come from the class below scholars. Though such men as Wang exist everywhere, yet inciting to disorder is not so prevalent; in cheating there are, too, degrees; so affairs are not altogether ruined. Foolish people abound among the multitude, and if instruction is absent, the weak follow the Wang San-I's, but the strong rob, plunder, and revolt, and commit every kind of wrong. Nations and their people rise and fall, and at certain eras are prosperous or not; our generation should discuss in our studies the foundations, compare ancient and modern times, and ascertain why people's customs are as they are, and how they are to be treated. The ways of 2,000 years ago are not to be restored, and to bring about such a change now would show culpable ignorance of existing conditions. We speak generally and vaguely.—Translated from the *Shen-pao* for the *N. C. Daily News*.

THE CHINESE IN AMERICA.

General Butler has given his written reply to Kearney's questions about the power of the State over Chinese immigration, and it cannot be called altogether encouraging as regards that, because he says the Supreme Court has decided that no State can, under the United States Constitution, prevent the entrance of subjects of the Chinese Empire as such. He suggests, therefore, that the Chinese should be considered "a curse," and then, like the doctor who cured all diseases by throwing the patient into "fits," in the treatment of which he possessed extraordinary skill, he makes short work of them. He holds that a State has the power to rid itself of "a curse," and mentions four distinct "curses," over which it has already unquestioned control, viz.: famine, incendiarism, crime, and liquor-peddling. Under this rule, however, Massachusetts would have a right to get rid of both Butler and Kearney, for they are both curses and cursing curses to boot. It follows, according to Butler, that if the Chinese be a curse, the State to which they come is a "lazar-house," and every state has a right to refuse to be a "lazar-house." "No State," he says, "can, against its will, so long as it is independent and sovereign, be made the lazar-house of the world," and "nothing in the Constitution gives a branch of the Executive the right by treaty to make it the supreme law of the land that any State shall be the lazar-house of Asia." If Kearney is satisfied with this legal opinion he is simpler than we supposed him. If he deals with it as it deserves, he will take a new rope, and after giving Butler thirty-nine lashes with it, and cursing him roundly, will hang him to a lamp-post as an old cheat and humbug and deceiver of the godlike workingmen. The real objection to the Chinese is one which cannot be reached by any statute or constitution that can stand in this country. They are as moral and religious as Kearney himself, and more agreeable personally to the great majority of Americans. The Chinese are underbidding the Irish and other European immigrants in the labour market, and they could not do this if their standard of living was not lower and their habits more economical; but this is the very offence the Irish committed against the native Americans. The Irish mode of living has been very objectionable to Americans from the very beginning. No decent American—none of the kind of men who made the country what it is—likes or would like to have Kearney living near him, or competing in business with him. All such men consider him an odious and dirty ruffian, foul and immoral in his conduct and language, or, in other words, a "curse," but it has never entered into any one's head to get rid of him on that account by law. The real Chinese question is one which Kearney does not touch, and which it would be ridiculous for either him or Butler to raise, and that is, whether a certain standard of living and certain social ideas should be hereafter exacted from all foreigners seeking settlement in this country. There would be a great deal to be said in favour of such a test, and it would have a large body of supporters if it were practicable, but there is not worth imposing which would not shut out a large proportion of the European immigrants. Any state in which Kearney enjoys liberty of speech is in a certain sense a "lazar-house." It is true the European amalgamate with the Americans after a generation, and the Chinese probably would not; but then are we prepared to legislate that no race, which is not likely to amalgamate completely with the bulk of the existing population shall be allowed to remain here? If so, how should we deal with the negroes?—*New York Nation*.

Mr. Plimsoll has announced his determination to retire from Parliament. He has, he says, accomplished his special work on behalf of merchant seamen, and now desires to withdraw from public life. Mr. Plimsoll deserves well of the nation.

TRIAL TRIP OF THE "KAISAR-I-HIND."

A number of invitations having been issued by the Chairman and Directors of the P. and O. Company to witness the trial trip of the latest addition to their fleet, about one hundred gentlemen collected at Waterloo Station on the 6th September, and proceeded by express to Southampton, where the ship was lying. Arrived at Southampton, they went on board the tug, which proceeded shortly afterwards down the river. Looking ahead, about a mile off, might be seen the *Hector*, guardship, and close by her the *Trenton*, an American frigate, while a little beyond and between these two loomed the huge frame of what was at once known, by those on board familiar with P. and O. steamers, to be the *Kaisar-i-Hind*. It was very satisfactory to note the improvement in the lines of the vessel as compared with the other leviathans of the company. The *Kaisar-i-Hind* had evidently been designed to a great extent for speed, and the experiences of the following day proved the success attained.

In a short time, after arriving alongside, the transfer on board was effected, and in a very few minutes everyone was at home. On board Captain Methven, his old familiar face beaming with a smile of satisfaction, welcomed the guests, and many were the congratulations he received from numerous friends on his hale appearance after so many years of a seafaring life. At 6.45 p.m. the well-known first dinner-bell clanged forth its warning—one which was attended to with a celerity which proved all on board were anxious to join in attacking the fare provided, and doing justice to the hearty welcome they had received. In half an hour the second bell sounded, and a general move was made to the saloon, which in dimensions far exceeds any of the company's ships. The single table laid for the occasion was tastefully but simply decorated, and the whole appearance of things was that of perfect completeness without any superfluous ornament. In the place of the usual candlesticks, with their weighted pedestals, the *Kaisar-i-Hind* has swing lamps, which give a more efficient light. It was past nine o'clock before the labours of eating were ended, after which the smokers proceeded to what they looked on as the greatest improvement on board—the smoking-room. This is, indeed, an advance in the comforts of P. and O.'s, and the building of a regular smoking-room with settees, a centre table, and all necessaries for smokers, has supplied a want long felt by travellers to the Far East on board this company's vessels. The encomiums passed on this room were very flattering, pipes and cigars were soon under weigh, and a goodly company filling the seats discussed topics of every kind under the influence of the congenial "weed." Shipowners recalled the days of the *Fiery Cross*, *Sir Lancelot*, and *Thermopylae*: the successful career of the P. and O., and their freedom from losses received due praises from a gentleman at "Lloyd's."

The time fixed to weigh anchor next morning for the run round the Isle of Wight was ten o'clock. About half-an-hour before there was considerable interest excited on board by the approach of a steam tug accompanied by two boats, one a blue structure something like a Swatow sampan, with a red streak and two masts, and the other punt-shaped. The former had a crew of four men in blue jerseys and red caps; the latter contained one man, who amused himself by rowing with one scull and spinning his craft round and round like a top. Speculation was rife as to what these peculiar boats were. The flag on the larger bore the words "The Folding Raft," and some idea of the uses of them dawned on the beholders. Admiral Macdonald, who was on board the tug, was heard giving some orders, and the crew of the large boat were seen engaged in what appeared to be the insane amusement of throwing their oars, masts and seats overboard, and generally wrecking their craft, which began to grow smaller. After the work of destruction had proceeded for a few minutes some of the men danced a species of war dance on what remained, the consequence of which was that the sides rolled over and inwards, and the crew quietly seated themselves on the flooring, which rode easily in the water. The use was now quite plain, the boat could be packed in a very small compass on board a ship, and as it floated it could be launched as it was, and, as subsequently shown, could be reconstructed in the water. This was done after a short time. The floating oars and seats (connected by tackle) were hauled alongside, a little stamping and pressure and the fixing of the seats (which kept the sides expanded) completed the rebuilding and the jolly watermen, after baling out the water, re-rigged their boat and proceeded gaily cruising about. The floating raft, as Admiral Macdonald explained, was to show the easy way in which any boat could be made unsinkable by fixing on the sides long strips of cork (the red streak in this case), which even in the event of the boat being smashed would keep the pieces together, and afford a means of safety to all the human beings it contained, a plan which it would be well to generally adopt with boats of sea-going, or, in fact, any ships, as in case of accident every boat would be a lifebuoy for a large number of persons. On witnessing this exhibition one could not help remarking that had such a simple contrivance been adopted on the *Princess Alice* many of those who unhappily met their death in that awful catastrophe might have been saved. The punt, or skiff, of Admiral Macdonald was a greater curiosity in its way than the raft. After its occupant had revolved about a hundred times, as if on a pivot, he rowed to the tug and left his boat, which was hauled on deck. The same proceeding with regard to removal of seats was gone through, and the whole arrangement collapsed, and formed two plain pieces of board, lying close together, about twenty-five feet long and some six inches thick, little more than two ordinary planks, which lay without being in the way on the deck of the tug.

At ten sharp the anchor was weighed, and in a few minutes the huge vessel was rapidly moving down the river. Now there was time to inspect, and parties, of what one might almost call excursionists, were formed, who proceeded to dive into many unknown regions. Nothing was sacred. Engine-room, stoke-hole, galley, wheel-house were all in due course visited, as were also during the day the quarters of the crew, which by two or three uninitiated and untravelled gentlemen were pronounced to be "very interesting," especially as the Lascars at the time of the civilised visit were engaged at their devotions and meals.

The *Kaisar-i-Hind* is, indeed, a wonderful specimen of naval architecture. Her length between perpendiculars is 420 feet, beam 42 feet, draught of water loaded about 22 feet, and engines of 700-horse power nominal; her tonnage 4,200. At the trial on the measured mile at Greenock the high speed of fifteen and a-half knots was attained, and on the 7th inst., without pressure, thirteen and a-half was easily kept up. She has every improvement for the comfort of passengers, the berths are roomy, the cabins well ventilated and lighted, and the addition of electric bells will certainly be appreciated—while last, not least, there is a smoking-room! Aft there is a covered space over the wheel between the cabins placed there, which will afford a good shelter for ladies and non-smokers in wet weather. The closest scrutiny could not detect a want, every reasonable convenience, and a great many extra ones are supplied, and a passage in this superb vessel cannot fail to be one of the greatest comfort. The aids to navigation, which are of primary importance, have of course not been neglected. There is a steam steering apparatus which enables one man with what looks like a toy wheel to manoeuvre the vast ship in any direction. The bridge for the officer of the watch is place at such a height as to afford a wide and comprehensive view on every side, and steam is made to assist in every possible way. Steam winches and cranes abound on every side, and manual labour is reduced to a minimum. The ship is barque-rigged, and has one peculiarity in being devoid of "tops," so far as the masts are concerned, the shrouds being fixed to them by rings one over the other, which cause the rigging to twist about half-way up and ultimately to lay fore and aft—not very picturesque in appearance, and by all accounts not easy to ascend. The weight of the tops from which the ship is relieved is doubtless of great importance, considering the number of houses on deck; but the crew will bewail the straight rigging and handy grip afforded by cross trees, whenever topsails or topgallant sails are set or furled. We must not omit to notice that the ice-house is of such dimensions that it will be able to carry sufficient for the entire voyage to Bombay and back.

At three o'clock lunch was announced, after which Mr. de Salis, the Chairman of the Company, proposed the health of "The Queen," alluding to Her Majesty's title of *Kaisar-i-Hind*, and the toast was drank with that loyalty which is ever present at a gathering of Englishmen. He next proposed success to the steamship *Kaisar-i-Hind*, then entering on her maritime career, and coupled with the toast the name of Mr. Caird of Greenock, her builder. "Success to the steamship *Kaisar-i-Hind*" was drunk with unanimous enthusiasm. Mr. Caird replied, and spoke in high terms of the satisfaction he had in dealing with such a Company as the P. and O., for whom he has constructed so many vessels; but of none of which he was so proud as the one they were then on board. Mr. R. W. Crawford, in a telling speech, next proposed "The Company," after which Mr. de Salis replied, and the programme of toasts came to an end. At four p.m. the *Kaisar-i-Hind* was brought to an anchor at the spot from which she had started in the morning; having occupied six hours only, including all stoppages in going round the Isle of Wight from start to finish. The whole trip was a success in every way, and aided by fine weather the efforts of the various gentlemen doing the honours had their reward in the universal expressions of satisfaction with which they were met, and congratulations at the renewal of the mail contract.

The vessel is now loading in the Victoria Docks, and will proceed to Southampton in the usual course, leaving that port for Gibraltar, Malta, Suez Canal, and Bombay on the 26th September.—*London and China Express.*

AN AMERICAN ZOLLVEREIN.

SOME interest has been excited this week by a rumour originating in a letter from the American correspondent of *The Times* that negotiations were likely to be reopened between the Government of the United States and the Government of the Dominion of Canada for the settlement of the commercial controversy which has during the last fourteen years caused much trouble and loss to both countries. The statement in this simple and guarded form is likely enough to be correct. The Americans are quite shrewd enough to have seen long ago that they committed a grave blunder when they "denounced" the Reciprocity Treaty with Canada in 1864; and they have felt the consequences of that blunder all the more keenly since the period of unhealthy and abnormal prosperity which followed the war came to a sudden end in the crash of 1873. When the Reciprocity Treaty was abrogated the Americans, with characteristic ignorance of Canadian feeling and character, and with equally characteristic self-conceit, were confident that Canada, unable to stand commercially alone and weakened in her political relations by the Imperial policy or no-policy then prevailing at home, would throw herself without delay into the arms of the Republic. The dominant school of politicians in this country, then every day expected to be relieved from the restraining influence of Lord Palmerston, and to develop its doctrines vigorously under the guidance of Mr. Gladstone, had announced repeatedly and with energy that if the Canadians wished to become partners in the Republican Government of the United States England would not say a word, much less lift a finger, to prevent them. Accordingly, the American project of coercing Canada into an appreciation of the advantages of joining the Union had something more than fair play. Its complete failure was remarkable and instructive. The Canadians were justly angry, and perhaps a little alarmed. They set to work at once to secure the political strength without which their neighbours might wear them down in detail; and the Confederation Act of 1867 was in truth the Canadian retort upon the abrogation of the Reciprocity Treaty. With equal courage, promptitude, and activity they proceeded to defend and develop their trade, and they soon found that they had little to fear from the competition of the Americans—so long, at least, as the latter bound themselves in the complicated trammels of an illogical and continually changing protective system. The growth of Canadian trade in the ten years succeeding the confederation of 1867 was very marked; and the Americans saw their hopes of inducing Canada to enter the Union by enforcing the threat of keeping her out in the cold gradually vanishing. Those hopes, however, revived as Canada began to suffer from the "hard times." The aggregate imports and exports of the Dominion amounted to 194,000,000 dols. in 1872, and to 218,000,000 dols. in 1874; in 1875 they fell to 200,000,000 dols. and in 1876 to 174,000,000 dols. Of course this decline of trade has caused much grumbling, and the protectionists have used it to push their attack upon free-trade principles and their very limited acceptance in practice by the Government and Parliament of Canada. Of course, too, there are many Canadians who see that if the American market were open to them they could make a much better fight for commercial existence. But the United States are wedded to a protectionist policy; and there seems very little hope for the present that any material change will be made in the American tariff, whatever may be the vicissitudes of parties at Washington. It is foolish to build upon the fact—if it be a fact—that the Democrats are by principle and tradition a free-trading party. The late and the present House of Representatives, though governed by a Democratic majority, has done nothing to promote free trade.

The Americans are able to say, therefore, that if the Canadians want to procure admission to the markets of the Republic they must accept protection as an established fact and make terms with it accordingly. The correspondent of *The Times* asserts that the United States Government is considering proposals to be addressed to the Government of the Dominion, not for a renewal of the Reciprocity Treaty, but for the inclusion of Canada and the States in a Customs Union with a uniform tariff. Undoubtedly this would open the American markets to Canadian trade; and if the advantages are so great as the Americans contend, the Canadians may possibly be tempted to look at the offer. But we have no doubt that upon consideration they will see, what is perfectly obvious, that, even supposing the advantages to be as clear as any one ventures to assert, the price demanded is too high. In the first place, Canada by entering a Customs Union would abandon her freedom of action altogether. Commercial treaties may be abrogated or altered from time to time, but when once Canada had become a partner in the American Zollverein she would find it impossible to withdraw. The frontier Customs line and all the organizations connected with it would be abolished—an excellent thing in itself no doubt, but plainly it would be hard to re-establish the system when people had once got used to its absence and freedom of trade across the St. Lawrence had become as familiar as freedom of trade across the Mississippi. Canada, however, is not inclined thus to burn her boats. Even if she were, the rights of this country would have to be regarded. The correspondent of *The Times* is of opinion that "if the Dominion were assured of perfect liberty of action" the American proposals would have considerable chance of acceptance. The testimony of the writer, no doubt, may be trusted so far as the prevalent views of politicians in the United States are concerned, but we hesitate to place implicit confidence in his evidence as to Canadian feeling. Citizens of the United States are generally wrong in all their notions about Canada and we fancy they are mistaken in thinking that the mass of the Canadian people would be prepared, on any inducement, to enter into relations with the United States which would operate against this country as if it were a foreign Power. It is true that Canada has legislated in a protective sense against British manufacturers, but there has been at least an equality in the treatment of all commerce outside of the Dominion. Under the proposed Zollverein Canada would keep out British products, for the benefit mainly of the cotton-spinners of Massachusetts and the iron-merchants of Pennsylvania. We doubt, as we have said, whether such a scheme has the slightest chance of being entertained by any important section of the Canadians, protectionist or free-trading, Conservative or Liberal. It is well to observe that the protectionist party in Canada, which might naturally be expected to favour a project of this character is mainly composed of Conservatives, who look with extreme dislike upon American institutions and are warm supporters of the Imperial connection. But, whatever might be the opinion of the moment in Canada, it is quite clear that the sanction of the Parliament here to the creation of an American Zollverein could not be easily obtained.—*Pall Mall Gazette.*

Intelligence has been received at Paris of the expedition of Mr. Paul Soleillet, who undertook to cross Africa from Saint-Louis, at the mouth of the Senegal, to Algiers. On the 19th of April he started for Bakel on that river, 850 kilometres (5/8th of a mile each) higher up. He arrived on the 12th of May, and waited some time for his baggage to overtake him. He set out again on the 8th of June for Kuniakaro, 1,250 kilometres from Saint-Louis, which he reached on the 29th of June, after a difficult and fatiguing journey under heavy tropical rains and across marshes and ponds, frequently up to his neck in water. He considers that the climate of Senegal is not unfavourable to the whites, provided they do not fear to face the air and sun. On the 5th of July he left for Yanina, some fifty kilometres distant.

COMMERCIAL INTELLIGENCE.

OPIUM.

TUESDAY, 22nd October.

The lower rate of $585 has been accepted to-day for New Patna, whilst for Old the rate remains at $568¾, as well as for New and Old Benares, $547½ and $543¾. Of Malwa settlements at $785, with allowance from four to eight taels.

EXCHANGE.

ON LONDON.—
Bank Bills, on demand..........3/7½
Bank Bills, at 30 days' sight...3/7¾
Bank Bills, at 6 months' sight.3/8¼
Credits, at 6 months' sight......3/8¼
Documentary Bills, at 6 months' sight..........3/9
ON BOMBAY.—Bank, sight..........221
ON CALCUTTA.—Bank, sight.........221
ON SHANGHAI.—
Bank, sight..........................71¾
Private, 30 days' sight...........72¾

SHARES.

Hongkong and Shanghai Bank Shares—68 per cent. premium.
Union Insurance Society of Canton—$1,700 per share.
China Traders' Insurance Company's Shares—$1,550 per share.
North China Insurance—Tls. 1,225 per share.
Yangtsze Insurance Association—Tls. 720 per share.
On Tai Insurance Company, Limited—Tls. 110 to 120.
Chinese Insurance Company—$345 per share.
Hongkong Fire Insurance Company's Shares—$925 per share.
China Fire Insurance Company's Shares—$230 per share.
Hongkong and Whampoa Dock Company's Shares—20 per cent. premium.
Hongkong, Canton, and Macao Steamboat Co.'s Shares—$12 prem.
Shanghai Steam Navigation Company—Tls. 20 per share.
China Coast Steam Navigation Company.—Tls. 100 per share.
Hongkong Gas Company's Shares—$97½ per share.
Hongkong Hotel Company's Shares—$65 per share.
China Sugar Refining Company, Limited—$152 per share.
Chinese Imperial Loan—£108.
Chinese Imperial Loan of 1877—£107.

SALES ON OCTOBER 21ST AS REPORTED BY CHINESE.

Mushrooms—15 cases, at $36.00, by Kwong Fook Wo to travelling trader.
Green Peas—100 bags, at $2.05, by Chun Chong to travelling trader.
Dried Lily Flowers—10 bags, at $10.30, by Chun Chong to travelling trader.
Gymsum—200 piculs, at 86 cents, by Hing Tai Chan to travelling trader.
Red Dates—20 bags, at Tls. 4.2.0.0, by Yue Wo Loong to travelling trader.

22ND OCTOBER.

Dried Lily Flowers—12 bags, at $10.40, by Hing Tai to travelling trader.
Mushrooms—8 cases, at $36.00, by Hing Tai to travelling trader.
Aniseed Star—20 bags, at $9.80, by Kwong Fook Wo to travelling trader.
Shellfish—10 bags, at $36.00, by Kwong Fook Wo to travelling trader.
Brown Sugar—350 bags, at $4.60, by Kwong Yue Chong to travelling trader.

CHARTERS EFFECTED.

The following Settlements are taken from Messrs. HEINEMANN & Co.'s Freight Circular:—
American bark ANNIE BURR, 650 tons, Manila to New York or Boston, private terms.
American bark R. M. HAYWARD, 605 tons, to Saigon, $600 in full, and Saigon to Iloilo, $2,400 in full, 30 lay days.
British bark KIRKLAND, 453 tons, to Saigon, $600 in full, 16 lay days; and Saigon to Hongkong, 15 cents per picul, 30 lay days.
German bark ANTON GUNTHER, 440 tons, to Bangkok, $350 in full, and Bangkok to Foochow (350 tons Timber), $13 per ton of 50 feet.
French bark CHARLES MAUREAU, 368 tons, Haiphong to Touron or Quinhon (one or two trips), private terms.
British steamer STRATHMORE, 1,565 tons, to Singapore and Penang, $5,000 in full.
Danish bark NORDEN, 778 tons, Swatow to Singapore (Passengers), $7 per head, 11 lay days.
British steamer PERNAMBUCO, 643 tons, to Saigon and back (three trips), $3,400 in full, 13 lay days.
Italian bark EMILIO V., 724 tons, Nagasaki to Hongkong (Coals), $1.75 per ton of 20 cwt.

HONGKONG TEMPERATURE.

(FROM MESSRS. FALCONER & Co.'s REGISTER.)
October 22nd.

Barometer—9 A.M.	30.040
Barometer—1 P.M.	29.972
Barometer—4 P.M.	29.950
Thermometer—9 A.M.	80
Thermometer—1 P.M.	83
Thermometer—9 A.M. (Wet bulb)	82
Thermometer—4 P.M.	76
Thermometer—1 P.M. (Wet bulb)	76
Thermometer—4 P.M. (Wet bulb)	77
Thermometer—Maximum	84
Thermometer—Minimum (over-night)	77

CHINA COAST METEOROLOGICAL REGISTER.

October 22nd.

BAROMETER, THERMOMETER, &c.	HONGKONG. Previous day at 4 P.M.	HONGKONG. On date at 10 A.M.	AMOY. Previous day at 4 P.M.	AMOY. On date at 10 A.M.	SHANGHAI. Previous day at 4 P.M.	SHANGHAI. On date at 10 A.M.	NAGASAKI. Previous day at 4 P.M.	NAGASAKI. On date at 10 A.M.
Barometer	30.00	30.08	29.92	30.00	29.88	29.88	30.09	30.02
Thermometer attached	80.0	81.0	84.0	79.0	74.8	71.6	70.6	72.4
Direction of Wind	E	E	SE	calm	ESE	WNW	N	NE
Force	2	[illegible]	3	0	3	4	[illegible]	2
Dry Thermometer	79.0	79.0	84.0	79.0	75.0	68.2	77.7	47.6
Wet Thermometer	70.0	74.0	79.0	77.0	72.7	67.6	69.4	44.8
Weather	o.c.	b.c.	b.	b.	b.c.	cmd.	b.	b.c.
Hour's Rain	—	—	—	—	—	—	—	—
Quantity fallen	—	—	—	—	—	—	—	—

BAROMETER, level of the sea in inches, tens, and hundreds.
THERMOMETER, in Fahrenheit degrees and tens, kept in the open air in a shaded situation.
DIRECTION OF WIND is registered every two points, E., N.N.E., N.E., &c.
FORCE OF WIND.—0 calm. 1 to 3 light breeze. 3 to 5 moderate. 5 to 7 fresh. 7 to 8 strong. 8 to 10 heavy. 10 to 12 violent.
STATE OF WEATHER.—B. Clear blue sky. C. Cloudy. D. Drizzly. F. Fog. G. Foggy. H. Hail. L. Lightning. M. Misty. O. Overcast. P. Passing showers. Q. Squally. R. Rainy. S. Snow. T. Thunder. U. Bad, threatening. V. Visibility. W. Storm. Z. Calm. The letters are repeated to indicate any increase over the mean average of their signification.
RAIN.—The hours of rain for the previous 24 hours (noon) are registered from 1 to 24, and the quantity of water fallen indicated in inches, tons and hundreds.

CHINESE INSURANCE COMPANY (LIMITED).

NOTICE.

POLICIES granted at current rates on Marine Risks to all parts of the World. In accordance with the Company's Articles of Association, Two-thirds of the Profits are distributed annually to Contributors, whether Shareholders or not, in proportion to the net amount of Premia contributed by each, the remaining third being carried to Reserve Fund.

OLYPHANT & Co.,
General Agents.
Hongkong, 17th April, 1873. [33

THE ON TAI INSURANCE COMPANY (LIMITED).

CAPITAL TAELS 600,000; EQUAL TO $833,333.33.

DIRECTORS.
LEE SING, of the Lai Hing Firm.
WONG YIK PUN, of the Chun Cheong Wing Hong.
LOO YEE, of the Yee On Firm.
FONG SOEY FUNG, of the Tung Sang Wo Hong.
WONG PAK CHEONG, of the San Tye Lee Hong.
KWOK ACHEONG, of the Fat Hing Firm.
LO YEOK MOON, of the Kwong Man Cheong Firm.

MANAGER—HO AMEI.

MARINE RISKS on Goods, &c., taken at CURRENT RATES to Australia, California, Manila, Singapore, Saigon, Penang, and to all the Treaty Ports of China and Japan.
Head Office, 8 and 9, Praya West.
Hongkong, 14th October, 1878. [1480

INSURANCES.

PHŒNIX FIRE INSURANCE COMPANY.

FROM this date, until further notice, a discount of Twenty per cent. (20 %) upon the Current Local Rates of Premia will be allowed upon Insurances effected with this Company.

DOUGLAS LAPRAIK & Co.
Agents.
Hongkong, 27th June, 1872. [26

NORTH GERMAN FIRE INSURANCE COMPANY AT HAMBURG.

THE Undersigned, AGENTS for the above Company, are prepared to GRANT INSURANCES to the extent of $65,000, on first-class risks at current rates.

MELCHERS & Co.
Hongkong, 27th March, 1876. [20

THE DUSSELDORF UNIVERSAL MARINE INSURANCE COMPANY LIMITED.

The Undersigned, having been appointed AGENTS for the above Company, are prepared to GRANT POLICIES on MARINE RISKS to all parts of the World.

SIEMSSEN & Co.,
Agents.
Hongkong, 14th August, 1878. [1388

SUN FIRE OFFICE.

THE Undersigned are prepared to Grant Policies against Fire to the extent of $50,000 on First-class Risks.

A Discount of Twenty per cent. (20 %) upon the Current Local Rates of Premia will be allowed upon Insurances effected with this Office.

LINSTEAD & Co.,
Agents Sun Fire Office.
Hongkong, 1st June, 1878. [32

PHŒNIX FIRE INSURANCE COMPANY.

THE Undersigned having been appointed Agents to the above Company at this Port, are prepared to grant Policies against Fire to the extent of $40,000, on Buildings or on Goods stored therein.

DOUGLAS LAPRAIK & Co.
Hongkong, 9th November, 1868. [22

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned, having been appointed Agents for the above Company, are prepared to accept Risks against Fire at Current Rates, subject to a Bonus of 20 per cent.

SIEMSSEN & Co.,
Agents.
Hongkong, 16th November, 1872. [30

THE SECOND COLONIAL SEA AND FIRE INSURANCE COMPANY OF BATAVIA.

The Undersigned, AGENTS for the above Company, are prepared to GRANT POLICIES on MARINE RISKS to all parts of the World.

SIEMSSEN & Co.,
Agents.
Hongkong, 2nd September, 1878. [1479

MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.

THE Undersigned have been appointed Agents for the above Company at Hongkong, Canton, Foochow, Shanghai, and Hankow, and are prepared to grant Insurances at Current Rates.

HOLLIDAY, WISE & Co.
Hongkong, 15th October, 1868. [25

BATAVIA SEA AND FIRE INSURANCE COMPANY.

THE Undersigned, having been appointed Agents for the above Company, are prepared to grant Insurances as follows:—

MARINE RISKS.
Policies at Current Rates, payable either here, in London, or at the principal ports of India, Australia, and the East.
A BROKERAGE OF THIRTY-THREE and ONE-THIRD PER CENT. will be allowed on all LOCAL RISKS.

FIRE RISKS.
Policies granted on First-class Buildings to an extent of $20,000.
A DISCOUNT OF TWENTY PER CENT. (20 %) upon the Current Local Rates will be allowed on all premium charged for insurance; such discount being deducted at the time of the issue of Policy.

RUSSELL & Co.,
Agents.
Hongkong, 1st January, 1874. [

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER OF HIS MAJESTY KING GEORGE THE FIRST.
A.D. 1720.

THE Undersigned having been appointed Agents for the above Corporation, are prepared to grant Insurances as follows:—

MARINE DEPARTMENT.
Policies at current rates, payable either here, in London, or at the principal Ports of India, China, and Australia.

FIRE DEPARTMENT.
Policies issued for long or short periods at current rates.
A discount of 20 % allowed.

LIFE DEPARTMENT.
Policies issued for sums not exceeding £5,000, at reduced rates.

HOLLIDAY, WISE & Co.
Hongkong, 26th July, 1872. [23

YANGTSZE INSURANCE ASSOCIATION.

CAPITAL (Fully Paid-up).......... Tls. 420,000
PERMANENT RESERVE ...... Tls. 230,000
SPECIAL RESERVE FUND... Tls. 104,000

TOTAL CAPITAL and Accumulations this date .... Tls. 754,000

DIRECTORS.
F. B. FORBES, Esq., Chairman.
M. P. EVANS, Esq. | C. LUCAS, Esq.
C. KREBS, Esq. | WM. MEYERINK, Esq.

SECRETARIES.
Messrs. RUSSELL & Co., Shanghai.

LONDON BANKERS.
Messrs. BARING BROTHERS & Co.

AGENCIES IN
HONGKONG, LONDON, SAN FRANCISCO, and the Principal Ports in the East.

POLICIES granted on MARINE RISKS to all parts of the World, at CURRENT RATES.

Subject to a charge of 12 % for Interest on Shareholders' Capital, all the PROFITS of the UNDERWRITING BUSINESS will be annually distributed among all Contributors of Business in proportion to the premium paid by them.

RUSSELL & Co.,
Agents.
Hongkong, 10th May, 1878. [45

ROYAL INSURANCE COMPANY.

THE Undersigned, Agents for the above Company, are prepared to GRANT INSURANCES at Current Rates.

MELCHERS & Co.,
Agents, Royal Insurance Company.
Hongkong, 27th March, 1876. [21

STANDARD FIRE OFFICE, LONDON.

The Undersigned having been appointed AGENTS to the above Company at this Port, are prepared to GRANT POLICIES against FIRE to the extent of $40,000, on Buildings or on Goods stored therein.

Discount 20 %.

VOGEL, HAGEDORN & Co.
Hongkong, 1st March, 1878. [401

QUEEN FIRE INSURANCE COMPANY.

THE Undersigned are prepared to GRANT POLICIES AGAINST FIRE to the extent of 45,000 Dollars on Buildings or on Goods stored therein, at Current Local Rates, subject to a Discount of 20 % on the premia.

NORTON & Co.,
Agents.
Hongkong, January, 1876. [2

LIVERPOOL AND LONDON AND GLOBE INSURANCE COMPANY.

FROM this date, until further notice, a discount of Twenty per cent. (20 %) upon the current local rate of Premia will be allowed upon Insurances effected with this Company.

DOUGLAS LAPRAIK & Co.,
Agents.
Hongkong, 27th June, 1872. [24

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	CAPTAIN	AT	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, via SUEZ CANAL	Sarpedon (str.)	Rea		Butterfield & Swire	On or about 26th inst.
LONDON	Pandur	A. Jaasen	Hongkong	Meyer & Co.	Quick despatch.
LONDON	Sir Charles Napier	French	Hongkong	Vogel, Hagedorn & Co.	Quick despatch.
NEW YORK	Challenge	Doughty	Hongkong	Olyphant & Co.	Quick despatch.
NEW YORK	Lottie Moore	Hudson	Hongkong	Vogel, Hagedorn & Co.	Quick despatch.
NEW YORK	Mary Fraser	Dexter	Hongkong	Vogel, Hagedorn & Co.	Quick despatch.
NEW YORK	Aldebaran	Geo. Cole	Hongkong	Vogel, Hagedorn & Co.	Quick despatch.
NEW YORK	Lizzie Perry	Pitman	Hongkong	Russell & Co.	Quick despatch.
HAMBURG	Dirigo	Staples	Hongkong	Vogel, Hagedorn & Co.	Quick despatch.
HAMBURG	Japan	Oltmann	Hongkong	Meyer & Co.	On or about 22nd inst.
SAN FRANCISCO, via Y'HAMA	Oceanic (str.)		Hongkong	O. & O. S. Co.	On 1st prox., at noon.
SAN FRANCISCO	Ada Melmore	Sewell	Hongkong	Russell & Co.	Quick despatch.
SINGAPORE, BRISBANE, &c.	Brisbane (str.)	Reddell		Gibb, Livingston & Co	On 5th prox., at noon.
SINGAPORE AND BATAVIA	Anchises (str.)	Jackson		Butterfield & Swire	On or about 5th prox.
SINGAPORE, BOMBAY, &c.	Venetia (str.)	C. G. Perrins	Hongkong	P. & O. S. N. Co.	To-morrow, at noon.
SAIGON, SINGAPORE, &c.	Yangtse (str.)	Rapatel		Messageries Maritimes	On 31st inst., at noon.
MANILA, via AMOY	Emuy (str.)	Blanco	Hongkong	Remedios & Co	To-day, at 11 A.M.
MANILA	Mariveles (str.)	Munoz	Hongkong	Remedios & Co.	To-day, at 3 P.M.
SHANGHAI	Antenor (str.)			Butterfield & Swire	On or about 23rd inst.
SWATOW, AMOY, & F'CHOW	Yesso (str.)	S. Ashton	Hongkong	Douglas Lapraik & Co	To-morrow, at daylight.

FOR SALE.

SAYLE AND CO., having received their FIRST DELIVERY OF GOODS for the AUTUMN SEASON, Solicit an Inspection of the following—

RICH BLACK GROSGRAIN SILKS, from the Best Makers.

COLOURED GROSGRAIN and FANCY SILKS.

PLAIN and FANCY JAPANESE SILKS.

TRIMMING SILKS and SATINS.

A SPLENDID ASSORTMENT OF FANCY DRESS MATERIALS, including the "REAL SNOWFLAKE," WOOL POPLINS, WOOL SERGES, WOOL PLAIDS, FRENCH MERINOS, DIAGONAL REPS.

BLACK and COLOURED SILK VELVETS and VELVETEENS.

VARIOUS WASHING FABRICS, suitable for Autumn Wear.

SHAWLS, MANTLES, JACKETS, SKIRTS.

UNDERCLOTHING, BABY LINEN.

SPECIAL "SWAN BILL" and FRENCH CORSETS.

CHILDREN'S COSTUMES, PELISSES, and FROCKS.

INFANTS' CASHMERE HOODS, BONNETS, and HATS.

NEW RIBBONS, SASHES, and SASH RIBBONS.

FEATHERS, FLOWERS, LACES, and LACE GOODS.

The NEW HACKLE and other FEATHER TRIMMINGS.

A LARGE AND VARIED STOCK OF NEW HOSIERY.

KID GLOVES will be OPENED SHORTLY.

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PARIS TRIMMED HATS and BONNETS.

SPECIAL AGENTS for "THE LITTLE WANZER" SEWING MACHINE, Now Sold at a GREAT REDUCTION on former Price.

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Great Care is used in this Department, which increases in popularity with each Season.

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HONGKONG;
AND AT SHANGHAI.

AH YON, SHIPS' COMPRADORE AND STEVEDORE, No. 57, PRAYA WEST.

SHIPPING SUPPLIED WITH ALL KINDS OF COAL, WATER, BALLAST, FRESH PROVISIONS, and OILMAN'S STORES, Of the Best Quality and at the Shortest Notice.

Hongkong, June 1st, 1878. [1126

NOW ON SALE.

IMPERIAL QUARTO.

ENGLISH AND CHINESE DICTIONARY, WITH THE PUNTI AND MANDARIN PRONUNCIATION.

An Anglo-Chinese Dictionary, published at the *Daily Press* Office, Hongkong.

For comprehensiveness and practical service this Work stands unrivalled. All the new words which the Chinese have to late years been compelled to coin to express the numerous objects in machinery, photography, telegraphy, and in science generally, which the rapid advance of foreign relations has imposed upon them, are here given *in extenso*. Each and every word is fully illustrated and explained, forming exercises for students of a most instructive nature. Both the Court and Punti pronunciations are given, the accents being carefully marked on the best principle hitherto attained. The typography displays the success of an attempt to make the Chinese and English type correspond in the size of body, thereby effecting a vast economy of space, achieving a clearness not previously attained, and dispensing with those vast margins and vacant spaces which have heretofore characterized Chinese publications.

For practical purposes the arrangement of the work is so complete, that a reference to its pages enables a person who understands English to communicate *effectively* with natives who understand nothing but Chinese. In this respect the work will be found indispensable to all Europeans residing in China, and to the natives themselves it explains subjects fully with which very few indeed of them are perfectly acquainted. To parties resident in England and interested in China, it cannot but be invaluable occasionally.

To illustrate the vast scope of the work, the following facts are submitted for consideration:— Chalmers' Vocabulary contains about 16,000 Chinese characters, and Medhurst's English and Chinese Dictionary about 100,000, whilst this work contains more than 50,000 English words, and upwards of 600,000 Chinese characters. Again, despite all the grammars and other elementary works as yet published, the student of this difficult language absolutely requires examples to display the various applications and equivalents of different words which have one general meaning. Of these examples this work contains more than five times as many as any other Dictionary hitherto published.

It comprises upwards of two thousand large quarto pages.

LONDON:
TRUBNER & Co., 60, PATERNOSTER ROW.
HONGKONG:
"DAILY PRESS" OFFICE, WYNDHAM ST.

SHIPPING ADVERTISEMENTS.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS, will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:—

ADA MELMORE, British bark, Sewell.—Meyer & Co.
ALDEBARAN, British bark, Cole.—Vogel, Hagedorn & Co.
ANNIE BARR, American 3-m. schooner, Simpson.—Captain.
ANTON GUNTHER, German bark, Kuhn.—Ed. Schellhass & Co.
BENEFACTOR, American bark, Hayden.—Russell & Co.
BORNEO, American ship, Shaw.—Meyer & Co.
CANTON, Siamese ship, Knudseg.—Chinese.
CHANNEL QUEEN, British ship, Lo Lacheur.—Chinese.
CHARLTON, British steamer, Johnson.—Geo. R. Stevens & Co.
CHOCOLA, British bark, Kennett.—Chinese.
CONQUEST, British steamer, Scott.—Kwong Lee Yuen & Co.
COSMO, British ship, Laverick.—P. & O. Co.
DARTMOUTH, British bark, Robertson.—Vogel, Hagedorn & Co.
DHARWAR, British ship, T. A. Freebody.—Gibb, Livingston & Co.
DIRIGO, American bark, Staples.—Vogel, Hagedorn & Co.
DON QUIXOTE, American ship, King.—Messageries Maritimes.
DRUMCLOG, British bark, Wayman.—Captain.
ELIZABETH NICHOLSON, British ship, Grierson.—Borneo Co.
FABIUS, Siamese ship, Reeves.—Chinese.
FAUGH-A-BALAUGH, German bark, Rute.—Carlowitz & Co.
FLEETWING, American ship, Guest.—Butterfield & Swire.
FONTENAYE, British ship, Taylor.—Arnhold, Karberg & Co.
FUSILIER, British bark, Armstrong.—O. and O. S. S. Co.
GEORGE SKOLFIELD, American ship, Hall.—Arnhold, Karberg & Co.
GESINE BRONS, German bark, Trumback.—Captain.
GLAMIS, British British bark, Key.—Russell & Co.
HAMMONIA, German bark, Willer.—Captain.
HIGHLANDER, American ship, Hutchinson.—Captain.
HOTSPUR, British bark, Shaw.—Chinese.
IPHIGENIA, German bark, Green.—Wieler & Co.
JAVA, Dutch steamer, Weber.—Siemssen & Co.
JAPAN, German bark, Oltmann.—Siemssen & Co.
JULIANE, German schooner, Oestmann.—Wm. Pustau & Co.
KIM YONG TYE, Siamese bark, Kafoed.—Tack Mee.
KIRKLAND, British bark, Colledge.—Wieler & Co.
LEUCADIA, British ship, Mearns.—Siemssen & Co.
LIZZIE PERRY, British bark, Pitman.—Russell & Co.
LOTTIE MOORE, American bark, Hudson.—Vogel, Hagedorn & Co.
LOUISA, German schooner, Schierloh.—Eduard Schellhass & Co.
LUCKY, Siamese bark, Soderstrom.—Tack Mee.
MADAGASCAR, German steamer, Timm.—Siemssen & Co.
MALVINA, German bark, Kluge.—Wieler & Co.
MANGERTON, British bark, Thompson.—Wieler & Co.
MARINA, Brit. bark, Jean.—Wm. Pustau & Co.
MARY FRASER, British ship, Dexter.—Vogel, Hagedorn & Co.
MELROSE, American ship, Plummer.—Captain.
MIN-Y-DON, British ship, Leslie.—Captain.
MONETA, British bark, Bisset.—Gibb, Livingston & Co.
NIAGARA, German bark, Paulsen.—Wieler & Co.
NICOLAUS, German schooner, Stolken.—Arnhold, Karberg & Co.
NINGPO, British steamer, Cass.—Siemssen & Co.
NORTHERN STAR, British bark, Wortley.—Wieler & Co.
PANDUR, Ger. bark, Jansen.—Siemssen & Co.
PERNAMBUCO, British steamer, Hyde.—Melchers & Co.
PHILIPPINE, British bark, Southwood.—Wieler & Co.
RALPH M. HAYWARD, American bark, Doane.—Meyer & Co.
SIAMESE CROWN, Siamese ship, Sass.—Tack Mee.
SIR CHARLES NAPIER, British ship, French.—Vogel, Hagedorn & Co.
SPINAWAY, British bark, Pringle.—Siemssen & Co.
SUMATRA, Am. ship, Clough.—Russell & Co.
THOON KRAMOM, Siamese bark, Vorrath.—Siemssen & Co.
TRIO, Dutch bark, Bakker.—Siemssen & Co.
THREE BROTHERS, Siamese bark, Kableke.—Chinese.
VARUNA, German bark, Sachan.—Wieler & Co.
VESTA, German bark, Dirks.—Melchers & Co.

NOTICE.

MOORE & Co., VARIETY STORE, NEWS AGENTS AND TOBACCONISTS. No. 42, QUEEN'S ROAD CENTRAL.

EX P. & O. STEAMER "GEELONG."

SPECIALLY SELECTED.

MARSALA WINES

OLD PARTICULAR,
In Quarter-Casks (equal to about 12 dozen), $50.
In Octaves (equal to about 6 dozen) .... $30.

LONDON PARTICULAR,
In Quarter-Casks (about 12 dozen)............. $45.
In Octaves (about 6 dozen) .... $25.

GEO. SMITH & Co.,
Agents for China, Hongkong, and Japan.
458] NORTON & Co., Agents.

NOTICE.

PRINTING OF EVERY DESCRIPTION AT THE "DAILY PRESS" OFFICE.

Particular attention is given at this Establishment to COMMERCIAL and GENERAL JOB PRINTING, every description of which is executed IN THE BEST STYLE and at SUCH PRICES as will bear FAVOURABLE COMPARISON with ANY IN THE EAST.

"DAILY PRESS" OFFICE,
HONGKONG.

VESSELS ON THE BERTH.

FOR MANILA, VIA AMOY.

THE Spanish Steamer "EMUY," Blanco, Master, will be despatched as above TO-DAY, the 23rd instant, at 11 A.M.
For Freight or Passage, apply to
REMEDIOS & Co.
Hongkong, 22nd October, 1878. [1746

FOR MANILA (DIRECT).

THE Spanish Steamer "MARIVELES," Munoz, Master, will be despatched as above TO-DAY, the 23rd instant, at 3 o'clock P.M.
For Freight or Passage, apply to
REMEDIOS & Co.
Hongkong, 21st October, 1878. [1744

FOR SWATOW, AMOY, AND FOOCHOW.

THE Steamship "YESSO," Captain S. Ashton, will be despatched for the above Ports TO-MORROW, the 24th instant, at daylight.
For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
Agents.
Hongkong, 21st October, 1878. [1743

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI.

Taking Cargo and Passengers at through rates for HANKOW, NINGPO, and PORTS in JAPAN.

THE Company's Steamship "ANTENOR," will be despatched on or about the 23rd inst.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 19th October, 1878. [1737

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship "SARPEDON," Captain Rea, will be despatched on or about the 26th instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 17th October, 1878. [1607

OCEAN STEAMSHIP COMPANY.

FOR SINGAPORE AND BATAVIA.

THE Company's Steamship "ANCHISES," Captain Jackson, will be despatched on or about the 5th proximo.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 22nd October, 1878. [1636

FOR SAN FRANCISCO.

THE A1 British Bark "ADA MELMORE," Captain Sewell, will load here for the above Port, and will have quick despatch.
For Freight or Passage, apply to
RUSSELL & Co.
Hongkong, 28th September, 1878. [1625

FOR NEW YORK.

THE A1 British Bark "LIZZIE PERRY," Captain Pitman, will load here for the above Port, and will have quick despatch.
For Freight, apply to
RUSSELL & Co.
Hongkong, 18th September, 1878. [1571

FOR NEW YORK.

THE A1 British Barque "CHALLENGE," Doughty, Master, will have quick despatch.
For Freight, apply to
OLYPHANT & Co.
Hongkong, 4th October, 1878. [1m1662

FOR LONDON.

THE 3/3 L I I German Bark "PANDUR," A. Jansen, Master, will load here and have quick despatch.
For Freight, apply to
MEYER & Co.
Hongkong, 21st September, 1878. [1589

FOR HAMBURG.

THE German Schooner "JAPAN," Captain Oltmann, will be despatched as above on or about 22nd October.
For Freight, apply to
MEYER & Co.
Hongkong, 17th September, 1878. [1563

FOR NEW YORK.

THE A1 American Bark "LOTTIE MOORE," Hudson, Master, will load here for the above Port, and will have quick despatch.
For Freight, apply to
VOGEL, HAGEDORN & Co.
Hongkong, 19th August, 1878. [1406

FOR NEW YORK.

THE A1 British Bark "ALDEBARAN," Geo. Cole, Master, will load here for the above Port, and will have quick despatch.
For Freight, apply to
VOGEL, HAGEDORN & Co.
Hongkong, 16th September, 1878. [1559

FOR LONDON.

THE British Ship "SIR CHARLES NAPIER," Geo. French, Master, will load here for the above Port, and will have quick despatch.
For Freight, apply to
VOGEL, HAGEDORN & Co.
Hongkong, 17th September, 1878. [1560

FOR NEW YORK.

THE A1 British Ship "MARY FRASER," Dexter, Master, will load here for the above Port, and will have quick despatch.
For Freight, apply to
VOGEL, HAGEDORN & Co.
Hongkong, 16th September, 1878. [1558

FOR HAMBURG.

THE 3/3 L I I American Bark "DIRIGO," Staples, Master, will load here for the above Port, and will have quick despatch.
For Freight, apply to
VOGEL, HAGEDORN & Co.
Hongkong, 29th July, 1878. [1273

VESSELS ON THE BERTH.

STEAM FOR SINGAPORE, PENANG, POINT DE GALLE, ADEN, SUEZ, MALTA, BRINDISI, ANCONA, VENICE, MEDITERRANEAN PORTS, SOUTHAMPTON, AND LONDON, VIA BOMBAY; ALSO MADRAS, CALCUTTA, AND AUSTRALIA.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship "VENETIA," Captain C. G. PERRINS, will leave this on THURSDAY, the 24th October, at Noon.

For further Particulars, apply to
ADAM LIND, Superintendent.
Hongkong, 14th October, 1878.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES
PAQUEBOTS POSTE FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, POINT DE GALLE, COLOMBO, ADEN, SUEZ, ISMALIA, PORT SAID, NAPLES, AND MARSEILLES; ALSO, BOMBAY, MAHE, ST. DENIS, AND PORT LOUIS.

ON THURSDAY, the 31st October, 1878, at Noon, the Company's Steamship "YANGTSE," Commandant RAPATEL, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted until Noon.

Cargo will be received on board until 4 P.M. Specie and Parcels until 3 P.M. on the 30th October, 1878. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

H. DU POUEY,
Agent.
Hongkong, 18th October, 1878.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING THROUGH CARGO AND PASSENGERS FOR THE UNITED STATES AND EUROPE, IN CONNECTION WITH THE CENTRAL AND UNION PACIFIC AND CONNECTING RAILROAD COMPANIES AND ATLANTIC STEAMERS.

THE Steamship "OCEANIC" will be despatched for San Francisco, *via* Yokohama, on FRIDAY, 1st November, at Noon, taking Cargo and Passengers for Japan, the United States, and Europe.

Connection is made at Yokohama with Steamers from Shanghai.

Freight will be received on board until 4 P.M. on the 31st October. PARCEL PACKAGES will be received at the Office until 5 P.M. same day. All Parcel Packages should be marked to address in full; value of same is required.

A REDUCTION is made on RETURN PASSAGE TICKETS.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 37, Queen's Road Central.

G. B. EMORY,
Agent.
Hongkong, 18th October, 1878.

VICTORIA DISPENSARY.

ESTABLISHED 1865.

WM. CRUICKSHANK,
DISPENSING CHEMIST & DRUGGIST,
IMPORTER of DRUGGISTS' SUNDRIES, PATENT MEDICINES, and TOILET REQUISITES.

MANUFACTURER OF ALL KINDS OF AERATED WATERS.

PHYSICIANS' PRESCRIPTIONS CAREFULLY PREPARED in strict accordance with the Formula of the British Pharmacopœia.

SHIP AND FAMILY MEDICINE CHESTS supplied and refitted.

PASSENGER SHIPS SUPPLIED.

N.B.—All business communications should be addressed VICTORIA DISPENSARY. [85

FOR SALE.

CHAS. HEIDSIECK'S CHAMPAGNE, 1874, "WEISSLACK."
$19..........per case of 2 dozen pints.
$18..........per case of 1 dozen quarts.

CHATEAU LEOVILLE POYFERRE, 1869 "VIN DES PRINCES."
$18..........per case of 1 dozen quarts.

PALMER MARGAUX.
$7 ....per case of 1 dozen quarts.
$8 ....per case of 2 dozen pints.

CHATEAU BELAIR.
$7 ....per case of 1 dozen quarts.

LORMONT.
$5 ....per case of 1 dozen quarts.
$6 ....per case of 2 dozen pints.

SIEMSSEN & Co.
Hongkong, 1st May, 1876. [12

NOTICE.

THE Undersigned begs to inform Shipmasters and others that he has a number of Powerful STEAM LAUNCHES available for TOWING VESSELS at very LOW RATES. They may also be hired for towing Lighters and Cargo-boats as well as for Excursions.

SING LEE,
No. 37, Tung Man Lane.
Hongkong, 26th August, 1878.

THE TOURIST'S GUIDE.
REDUCED PRICE, $1.

Containing the names of all the Articles of Trade, objects of Natural History, Furniture, &c., &c., with the Punti and Mandarin Pronunciation.

Also a few copies of the GRAMMAR OF THE CHINESE LANGUAGE, in two Parts.

The *Daily Press* Office.

FOR SALE.

CUTLER, PALMER & Co.'s CLARETS, at $12, $10, $7, $6, $5½, and $4½ PER CASE OF 1 DOZEN QUARTS.
SHERRIES, at $10½, $9, $8½, and $8½ PER CASE OF 1 DOZEN QUARTS.
CHAMPAGNE, at $13 PER CASE OF 2 DOZEN PINTS.
CHAMPAGNE, at $12 PER CASE OF 1 DOZEN QUARTS.
HOCK, at $8½ PER CASE OF 1 DOZEN QUARTS.
BRANDIES, * ** *** and ****, at $6½, $7½, $9, and $10½ PER CASE OF 1 DOZEN QUARTS.

WACHTER'S CHAMPAGNE, AS SUPPLIED TO H.R.H. THE PRINCE OF WALES, $18 PER DOZEN QUARTS.

Detailed Price Lists on application to
SIEMSSEN & Co.
Hongkong, 1st November, 1877. [14

NOTICE.

BOOKBINDING IN ALL ITS BRANCHES AT THE "DAILY PRESS" OFFICE.

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"DAILY PRESS" OFFICE,
HONGKONG.

POST-OFFICE NOTIFICATIONS.

A MAIL WILL CLOSE

For Amoy and Manila.—Per *Emuy*, to-day, the 23rd instant, at 10.30 A.M.

For Manila.—Per *Mariveles*, to-day, the 23rd instant, at 2.30 P.M.

For Swatow, Amoy, and Foochow.—Per *Yesso*, to-day, the 23rd inst., at 5 P.M.

For Straits Settlements.—On Friday, the 25th instant, at 3.30 P.M.

For Saigon.—On Friday, the 25th instant, at 3.30 P.M.

MAILS BY THE ENGLISH PACKET.

The British Contract Packet "VENETIA" will be despatched with Mails for the Straits Settlements, Batavia, Burmah, Ceylon, India, Aden, Egypt, Malta, Gibraltar, Europe, and countries served through London on THURSDAY, the 24th instant.

N.B.—This Packet carries no mails for the Australian Colonies, E or S. Africa, nor for the Mauritius.

The following will be the hours of closing the Mails, &c.:—

WEDNESDAY, 23rd instant,
5 P.M., Money Order Office closes.
6 P.M., Post Office closes except the NIGHT BOX, which remains open all night.

THURSDAY, 24th instant,
7 A.M., Post Office opens for sale of Stamps, Registry of Letters, and Posting of all correspondence.
10 A.M., Post Office closes except for Late Letters. Registry ceases.
10.15 A.M., Letters may be posted with Late Fee of 18 cents extra Postage, till
11 A.M., when the Post Office closes entirely.
11.30 A.M., Letters (but Letters only) addressed to the United Kingdom *viâ Brindisi*, or to Singapore, may be posted on board the Packet with Late Fee of 48 cents extra postage, till
11.50 A.M., when the Mail is finally closed.

MAILS BY THE FRENCH PACKET.

The French Contract Packet "YANGTSE" will be despatched from Hongkong on THURSDAY, the 31st October, with Mails to and through the United Kingdom and Europe, *via* Marseilles; to Saigon, Singapore, Batavia, Galle, Australia, New Zealand, Tasmania, Fiji, Aden, Seychelles, Réunion, Mauritius, Suez, and Alexandria. This is the best opportunity for forwarding Correspondence to East Africa, St. Helena, and Ascension.

Letters may also be forwarded to India by this Packet.

The following will be the hours of CLOSING the Mails, &c.:—

WEDNESDAY, 30th October,
5 P.M., Money Order Office closes. Post Office closes except the NIGHT BOX, which remains open all night.

THURSDAY, 31st October,
7 A.M., Post Office opens for sale of Stamps, Registry of Letters and Posting of all correspondence.
10 A.M., Registry of Letters ceases.
11 A.M., Post Office closes except for Late Letters.
11.10 A.M., Letters (but Letters only) may be posted on payment of a Late Fee of 18 cents extra postage, until
11.30 A.M., when the Post Office CLOSES entirely.

MAILS BY THE UNITED STATES' PACKET.

The United States' Mail Packet "OCEANIC" will be despatched on FRIDAY, the 1st November, with Mails for Japan, San Francisco, and the United States, which will be closed as follows:—
11.15 A.M. Registry of Letters ceases.
11.30 A.M. Post Office closes, but Letters (except for Non-Union Countries) may be posted on board the Packet with Late Fee of 18 cents extra Postage, until the time of departure.

Correspondence for Non-Union West Indies (except the Bahamas and Hayti), Costa Rica, Honduras, Monte Video, New Granada, Paraguay, and Uruguay can no longer be sent by this route.

POSTAL NOTIFICATION.

Arrangements having been concluded for the establishment of a Money Order system between this Colony and the Straits Settlements, His Excellency Governor Pope Hennessy, C.M.G., is pleased to order (under Section XII. of the Post Office Ordinance, 1876) that the issue of Money Orders on the Straits Settlements shall commence in this Colony from the 22nd instant, and that the rates of commission and exchange shall be those mentioned in the following notice.

By Command,
J. M. PRICE, Acting Colonial Secretary.
Colonial Secretary's Office,
Hongkong, 16th July, 1878.

With regard to the above, the following Information as to Money Orders is published for general information:—

1.—Money Orders on the United Kingdom and the Straits Settlements are issued at Hongkong, Shanghai, and Yokohama. Shanghai and Yokohama also issue on Hongkong and *vice versâ*.

2.—Small sums may be remitted between the other Ports by means of Postage Stamps.

3.—Many Money Orders are supplied to residents at the smaller Ports in this way. An application for an order* is filled up, and is enclosed with a stamped, directed, and unsealed envelope to the Postmaster at the nearest issuing Office. The application must be accompanied with the full amount (including commission) in Cheque, Postage Stamps, or other equivalent of cash, and a little margin should be left for variations of exchange. The Postmaster issues the order, sends it on in the envelope, and returns the change, if any, by first opportunity, with a receipt for the letter, if it were to be registered, as it always should be. Care should be taken to send these applications in time, as the Money Order Offices close some hours before the departures of the Mails.

4.—No Order must exceed £10, or include any fraction of a penny. Orders will be drawn at the current rate of the day† and paid at the rate of the day when the advice arrived.

The Commission is as follows:—

ORDERS ON THE UNITED KINGDOM.
Up to £2 .... 18 Cents.
Up to £5 .... 36 Cents.
Up to £7 .... 54 Cents.
Up to £10 .... 72 Cents.

LOCAL MONEY ORDERS (including Straits Settlements).
Up to $25 .... 15 Cents.
Up to $50 .... 30 Cents.

5.—Lists of Money Order Offices in the United Kingdom may be consulted at Hongkong, Shanghai, and Yokohama.

6.—Names must be given in full (except when there is more than one Christian name) but the name of the Payee need not be given if the order be crossed). It can then be paid only through a Bank, and may afterwards be specially crossed to any Bank.

7.—No Order can be paid till the Payee have signed it in the proper place. An Order can be transferred to another Office on payment of an additional commission. In case of loss of an order, necessity for stopping payment, or the like, application should be made to the nearest Money Order Office for instructions.

8.—If the Order be not presented within six months, an additional commission will be charged; if not within twelve months, the money will be forfeited. When the order is once paid no further claim can be entertained.

9.—No Order can be paid until the advice relative to it has been received.

REGISTRATION TO BANGKOK.

Her Britannic Majesty's Consul for Siam has been good enough to make arrangements by means of which correspondence can be Registered to Bangkok, at the usual charge of 8 cents.

COMMUNICATION WITH BATAVIA.

The Netherlands India Packets leave Singapore fortnightly, and are fitted to the arrival of the outward P. & O. Mail from Europe.

The French Packets for Batavia wait at Singapore for the Packet from China, and run fortnightly.

It follows that, to forward Correspondence to Batavia with the least delay, the following are the best opportunities:—

In the S.W. Monsoon,
The English Mail.
The French Mail.

In the N.E. Monsoon,
A Private Steamer a few days before the English Mail.
The French Mail.

*Made out on a printed form which is supplied gratis.
†Except at Shanghai, where a fixed dollar rate for drawing on the United Kingdom is in force. Local Orders on Shanghai are drawn at 2 per cent. premium in all cases.

EXTRACTS.

A DINNER AND A KISS.

"I have brought your dinner, father,"
The blacksmith's daughter said,
As she took from her arm a kettle
And lifted the shining lid.
"There's not any pie or pudding,
So I will give you this—"
And upon his toil-worn forehead
She left a childish kiss.

The blacksmith took off his apron
And dined in a happy mood,
Wondering much at the savour
Hid in his humble food,
While all about him were visions
Full of prophetic bliss;
But he never thought of magic
In his little daughter's kiss.

While she, with her kettle swinging,
Merrily trudged away,
Stopping at sight of a squirrel,
Catching some wild bird's lay;
And I thought how many a shadow
Of life and fate we would miss
If always our frugal dinners
Were seasoned with a kiss.

—*Pittsburg Commercial.*

RELIGION AND RENT IN BOSNIA.

The comparison of the first and last days of the Eastern Question is always full of humiliating instruction, but never so abundant in it as when the present desperate attempts of Austria to reduce Bosnia and the Herzegovina are compared with the first impressions of the state of those provinces which this country received. We suppose it has been scarcely forgotten that the assumed misgovernment of this part of its dominions by the Turkish Government led to the whole series of miserable events in Eastern Europe. The disorders in the north-western provinces of European Turkey led to the Andrassy Note and to the Berlin Memorandum, to the alliance of the three Emperors, and to the audacious attempt to exclude Great Britain from all share in the settlement of those affairs in the East which more than twenty years before she had arranged by her own blood and treasure. Nobody then hinted a doubt that the Herzegovinian or Bosnian difficulty was of a sort which a certain school of theorists asserted to be universal in Turkey. The Mahommedan Government was oppressing a Christian population, and the wretched refugees on Austrian soil were merely samples of the innumerable victims of the "Pashas." It was this belief diffused through Europe which gave Servia the opportunity for her treacherous attack, and which, among its secondary effects, produced the Bulgarian rising with its bloody suppression, followed by that Gladstonian agitation which, but for a mighty uprising of English opinion, would have induced this country to bow her head voluntarily to the humiliation which the three Emperors had destined for her. How, then, does the practically universal opinion, which prevailed two years ago look in the light of recent events? It is now prefectly plain that the bulk of the population which fills Bosnia and the Herzegovina is as earnestly attached to its native Government, and as sternly determined to resist the dominion of the foreigner, as ever was Pole, Hungarian, or Swiss. Austria is in the ludicrous position of having come to suppress anarchy and subdue oppression and of finding herself face to face with patriotism. It adds to the absurdity of her undertaking that, if she does satisfy the demands of the refugees who crossed the border into her territory, she will find herself not so much in the same boat with the Constitution makers of Bulgaria or the Commissioners in Eastern Roumelia, as with Russian Nihilists and with the Socialists against whom Prince Bismarck is straining every nerve in Germany.

A few persons saw early, and early pointed out, in the discussion on the Eastern Question that the scanty evidence available on the subject of the north-west of Turkey suggested that the difficulties which had brought about the emigration into Austria were not religious or political, but agrarian. No doubt religion in the long run mingled with the agitation to which those difficulties gave rise, but their main source was the most hopeless of all differences between sections of a community—a difference of interest about land and rent. The historical causes of this particular difficulty have been often stated. The Mahommedan conquest of Eastern Europe became less and less complete and thoroughgoing as it spread further from the Straits and the sea, and the subjugated provinces differed in many respects from Mussulmanized countries of the Asiatic type. In Servia and in the Turkish dependencies across the Danube there was hardly any conversion at all; and from first to last there were hardly any Mahommedans there except soldiers and servants of the Porte. In Bosnia there was conversion, but the old institutions of the country were permitted to remain in their integrity, and the great landholders retained their lands and their semipatriarchal authority. It has been said by way of disparagement that the landed proprietary turned Turk to save their lands; as a matter of fact, they suffered only a part of the results of Mahommedan conquest. The Bosnians and their neighbours thus form communities materially unlike the populations of the Turkish provinces in Asia or nearer the sea in Europe. These last invariably consist of a more or less considerable mass of tributary Christian peasants and of a democracy of Mussulmans above. In a true Mussulman locality there are hardly ever any large properties or great families. All the faithful are equal under the Commander of the Faithful; there is no "breed of gentlemen" among them; their relations between themselves are those of the professors of a common religion, not of the various natural sections of a society left to itself. This constitution of the social order, which is often the great weakness of Mussulman Governments, does not exist in Bosnia. There a number of powerful landowners, who have never been deprived of their ancient power and influence, and who, indeed, often strengthen them by becoming nominal officers of the Porte, sustain themselves by letting their lands to a tenantry of whom a portion, but a portion only, are of a different faith from their landlords. It is as if the chiefs and part of the clans of the Highlands of Scotland had been converted to Protestantism, while the rest of the Highlanders had remained faithful to the Roman Catholicism of their ancestors.

It is said that the Bosnian chiefs are hard landlords, and that by their exactions they have driven large numbers of their tenantry to emigrate. The statement is very credible; precisely the same thing has often been said of great Highland landlords, who on this very ground have had the credit claimed for them of a zeal for improvement. But we are now concerned with the facts themselves, and not with their causes; and we may at once assert that no social disease more difficult of healing was ever submitted to the political physician. In the first place, the agrarian is undoubtedly complicated to some extent with a religious question. The dispossessed or dissatisfied peasantry consists in part of Christians; and the obscure local risings which ushered in the Eastern Question seem to have taken place under leaders who cared less for the agrarian discontent of their followers than for political theories of their own. The Bosnian difficulty has, in short, a strong family likeness to the Irish difficulty. Then, again, it is to be recollected that the Austrian Government cannot resort to the same contrivances for settling a question between landlord and tenant which are freely employed by the Russians under similar circumstances. When the Russian Government knows or suspects that the landed aristocracy of a dependent country is disaffected to it, it freely applies a number of measures which it justifies on the ground of their analogy to that redistribution of lands within its older dominions which took place when the serfs were enfranchised. It confiscates the lands of the nobility in everything but name. It compels them to compound their feudal dues for a nominal sum, and it fixes the rent payable by their tenants, thus reducing the landlord to the condition of an annuitant. The policy has been carried out with the greatest severity in Poland on the estates remaining unconfiscated, and it is believed to have been applied with somewhat less rigour to the German landed proprietary of the Baltic provinces. But such trenchant expedients are denied to Austria. She has a powerful landed aristocracy in various parts of her dominions with whom she has to reckon; and, to do her justice, there is not the slightest reason to suspect her of that tenderness for Communism which is as characteristic of the Russian propagandists as their servility to despotism.

The natural remedy for such a state of things as the Austrians will probably find in Bosnia is extensive emigration. In all probability this difficult country is as much over-peopled as the Scotch Highlands were in the last century, or as Ireland was before the great famine. But there the emigration has been the very pretext for Austrian intervention. It must be admitted that its causes are obscure, and were probably manifold; but the Austrian statesmen must certainly be aware that one of them was a difficulty about land, since one of the demands of the Andrassy Note was that the Turkish Government should secure to the emigrants a share in the common lands. So small a remedy for deep and wide-spread agrarian discontents does not seem very promising; and any reforms which the Austrians may introduce will have their success compromised by the spirit of desperate resistance to foreign government of which proof has been given by the bulk of the Bosnian population.—*Pall Mall Gazette.*

ANIMAL INTELLIGENCE.

Although the most important business of the British Association is connected with the meetings of the sections, its means of imparting knowledge and stimulating a spirit of inquiry have not been limited to its collective action. Individual members who have made special subjects their study have found other opportunities for communicating the results of their researches. Lectures have been given in the evening with a view of exciting a popular interest in certain scientific questions, and have proved eminently successful—at least in bringing large numbers together. The first of these was delivered in the Exhibition Palace, before a large and distinguished audience, by Mr. George J. Romanes, M.A., F.L.S., on the subject of "Animal Intelligence."

Mr. Romanes was introduced by the President as man probably as well known in Ireland in connexion with physiological research as he is in the sister island. Mr. Romanes began his discourse by classifying ideas under the categories of concrete and abstract—a concrete idea being the memory of some particular perception, and an abstract idea the mental abstraction of qualities which a whole group of objects may agree in possessing. Abstract ideas he divided into simple and complex—simple abstract ideas (such as that of food) being formed without the aid of language, and being thus comprised within the "logic of feelings;" while complex abstract ideas can only be formed by the help of words, and are thus comprised within the "logic of signs." Whoever investigates the function of language will find that it is impossible to over-estimate its importance as thus the handmaid of thought. After explaining the association of ideas, the lecturer gave it as his opinion that this fundamental principle of mental action is merely an obverse expression of the most fundamental principle of nervous action—viz., that which physiologists call reflex. For it may be granted that a series of nervous discharges taking place through the same group of nervous arcs will always be attained with the occurrence of the same series of ideas; and it may be further granted that the previous passage of a series of nervous discharges through any group of nervous arcs, by making the route more permeably, will have the effect of making subsequent discharges pursue the same course when started from the same origin. And, if these two propositions be granted, it follows that the tendency of ideas to recur in the same order as that in which they have previously occurred is merely a psychological expression of the physiological fact, that lines of reflex discharge become more and more permeable by use. But all reflex action, even in the brain, is not accompanied by ideation. It is only cerebral discharges which have occurred comparatively seldom, and the passage of which is therefore comparatively slow, that are thus accompanied. Habitual actions become automatic or are performed without thought. And this latter fact is important, because is serves to explain the origin of numberless animal instincts as cases of "lapsed intelligence." Thus Dr. Allen Thomson informed Mr. Romanes that he once hatched out chickens on a carpet, and they showed no tendency to scrape until he supplied them with the customary stimulus in the form of gravel sprinkled on the carpet. Yet, for aught that they can have known from individual experience, there was as good a chance of finding seeds in the carpet as in the gravel. The scraping instinct, therefore, which was no doubt originally of an intelligent nature, is thus seen to have now become by repetition through successive generations purely automatic. But animal instincts may also arise in another way, for they may never have been of an intelligent character, but may have begun as merely accidental adjustments and have then been laid hold upon by natural selection. Thus Mr. Darwin has put into the lecturer's hands a number of his hitherto unpublished observations on the "shamming-dead" of insects, and these observations all go to show that the attitude in which the insects sham death does not resemble the attitude in which they really die. All, therefore, that this instinct amounts to, is that of remaining motionless (and therefore inconspicuous) in the presence of enemies; and this instinct may easily have been developed by natural selection without ever having been of an intelligent nature. Passing on from general principles to a review of the facts of comparative psychology, Mr. Romanes stated that the first animals in which intelligence, properly so called, had, as yet been observed to occur are the insects, as proved by the observations of Mr. Darwin and Sir John Lubbock on bees and ants. These observations show that insects can establish associations of ideas more rapidly than can the lower vertebrata; for the experiment of Professor Mobius proved that a pike requires three months to learn the position of a sheet of glass in its tank, and when once the association is established, it is never again disestablished, even though the sheet of glass be taken away. From which, said the lecturer, we see that a pike is very slow in forming his ideas, and no less slow in again unforming them—(laughter); thus resembling many respectable members of a higher community, who spend one half of their lives in assimilating the obsolete ideas of their forefathers, and through the rest of their lives stick to these ideas as to the only possible truths.—(Laughter.) They can never learn when the hand of science has removed a glass partition.—(Laughter and applause.) Mr. Romanes then showed that animal intelligence, so far as it goes, is identical with human intelligence the only difference between the two being that animal intelligence is unable to elaborate that class of abstract ideas, the formation of which depends on the faculty of speech. But, so far as the logic of feelings can carry them, animals are quite as able to form abstract ideas as we are. In order to prove this point, Mr. Romanes detailed a number of his own observations and experiments, which showed that animals have a generalized conception of cause and effect, uniformity, &c.; that they also present the faculties of judgment and of reason was maintained on the strength of several extraordinary facts which had been communicated to Mr. Rommanes by Dr. Rea. Passing on to the emotional life of animals, he observed that although the emotions are here vivid and easily excited, they are shallow and transitory. From his own observations he concluded that all the following emotions give unmistakeable tokens of their presence in the higher animals—fear, affection, passionateness, pugnacity, jealousy, sympathy, pride, reverence, emulation, shame, hate, curiosity, revenge, cruelty, the ludicrous, the beautiful. Some remarkable facts which he detailed as having himself observed in the case of an intelligent terrier, which had never been beaten, but showed signs of fear after doing mischief, also led him to believe that in this animal there was unmistakeable evidence of the faculty of conscience. The concluding portion of the lecture was devoted to a comparison of animal intelligence with that of savages, young children, idiots, and uneducated deaf-mutes. It was sought to be shown that among low savages the intellectual and emotional character approximates to that of the higher animals. With regard to children, it is to be expected on the theory of evolution that the order in which their mental faculties develops should be a condensed epitome of the order in which these faculties were developed during the evolution of the human species. And he narrated a number of facts to prove that this expectation is realized. Similarly he has devoted much time and labour to the study of idiot psychology. A large number of facts and observations were given as having been elicited by his inquiry, and they all tended to the conclusion that in idiots we have a natural experiment wherein the development of a human mind is arrested at some particular stage, which the body is allowed to continue its growth. Therefore, by arranging idiots in a descending grade, we obtain, as it were, an inclined plane of human intelligence, which indicates the probable order in which the human faculties have appeared during the history of their development; and, on examining this inclined plane of human intelligence, we find that it runs suggestively parallel with the inclined plane of animal intelligence. The last branch of his subject, which Mr. Romanes treated, was that concerning the mental condition of uneducated deaf-mutes. He showed, by facts which he had collected in this connexion, that in the absence of language or of any definite system of signs, the mind of man is almost on a level with that of a brute in respect of its power of forming abstract ideas. The lecturer thought that all our lines of evidence converge to one conclusion; the only difference which analysis can show to obtain between the mind of man and the mind of the lower animals consists in this—that the mind of man has been able to develope the germ of rational thought which is undeveloped in the mind of animals, and that the development of this germ has been due to the power of abstraction which is rendered possible by the faculty of speech. In his opinion the faculty of speech is alone the ultimate source of that enormous difference which now obtains between the mind of man and the mind of the lower animals. Referring to the great strides which scientific knowledge had made of late years, he observed that we know the results which have followed in the science of astronomy by the mathematical proof of the law of gravitation; and, he asked, can we doubt that even more important results will follow in the much more complex science of biology from the practical proof of the law of evolution? As this enormous change in our means of knowledge and our modes of thought had been so largely due to the almost unaided labours of a single man, he did not hesitate to say, even before so critical an audience, that in all the history of science there was no single name worthy of a veneration more profound than the now immortal name of Charles Darwin.—(Loud applause). The cardinal conclusion which he desired his audience to take away and to retain in their memories, was the conclusion that mind is everywhere one, and that the study of comparative psychology, no less than the study of comparative anatomy, has hitherto yielded results in full agreement with that great transformation in our view of things which is without a parallel in the history of thought, and which it has been the great, the individual glory of this age and nation to achieve.—*Times.*

THE KING OF ITALY AND THE STAGE.

The Theatre states that early last month Signor Rossi was invited by the King of Italy to pay him a visit. In the course of their conversation the King spoke of the low ebb to which the histrionic art had fallen in that country. "What we want," he said, "is a theatre like the Comédie Française. Your art is a powerful intrument of civilization. That civilization must emanate from Rome. My father loved and esteemed you, Signor Rossi, as well he might. You are an honourable remnant of the troupe of which Marchionni, Ristori, Vestri, Taddei, Bellotti, and Pieri were members. Halcyon days! The art was then well represented. Adieu," shaking him by the hand; "those days shall return before long, I promise you."

PRINCESS LOUISE.

Princess Louise, in her new position, says the London *Queen*, will be able to continue those good works to which she has so well accustomed herself in this country, and she will be able to show, as the Princess Royal and Princess Alice have already done, what a Princess can do to influence the well-being of the people over whom she is called to preside. Princess Louise will be missed in England. She is patroness, not only in name but in act and work, of so many charitable movements in England, and of so many societies whose intention is to held forward the education of women, that her absence will be a real loss. She has always been so graciously ready to give time and attention when she has been asked to do so, to preside at opening meetings, to give away prizes, to exercise for good the influence that her position gives her, that her absence will be felt; and when the time comes for her to return to England she will be gladly welcomed back again. But, in the meantime, much work lies before her, for the doing of which the education which life has been giving her has been helping to prepare her. She will carry with her to Canada many earnest and sincere wishes for her personal well-being, and much hope that she may show among our own people there, as well as her sisters have done on the continent, the good results of that excellent training which our beloved and respected Queen has so carefully bestowed upon her daughters. The influence of women, always great, is never so much so as when exercised by women in high rank, and when that rank is the highest, the good which they do bears fruit in every lower grade and people.

HONGKONG MARKETS.

AS REPORTED BY CHINESE ON THE 22ND OCT., 1878.

COTTON GOODS.

American Drills, 30 yards, per piece	$2.65 to 2.70
American Drills, 15lbs., per piece	$3.50 to 3.60
Cotton Yarn, No. 16 to 24, per 400lbs.	$84.50 to 85.00
Cotton Yarn, No. 28 to 32, per 400lbs.	$94.20 to 97.50
Cotton Yarn, No. 38 to 42, per 400lbs.	$105.00 to 112.00
Cotton Yarn, Bombay	$78.00 to 81.50
Chintz, per piece	$1.70 to 1.75
Dyed Spotted Shirtings, per piece	$3.60 to 3.85
Dyed Brocades Shirtings, per piece	$3.65 to 3.70
Dyed Damask Shirtings, per piece	$3.50 to 5.55
English Drills, 30 yards, per piece	$2.10 to 2.15
English Drills, 14 lbs., per piece	$2.30 to 2.40
English Drills, 15 lbs., per piece	$2.60 to 2.80
Grey Shirtings, 7 lbs., per piece	$1.45 to 1.70
Grey Shirtings, 8 lbs., per piece	$1.65 to 1.70
Grey Shirtings, 8½ lbs., per piece	$1.75 to 2.45
Grey Shirtings, 9 lbs., per piece	$2.55 to 2.58
Grey Shirtings, 10 lbs., per piece	$2.70 to 3.15
Grey T.-Cloths, 24yds. 32in. 6lbs. p. pc.	$1.15 to 1.30
Grey T.-Cloths, 24yds. 32in. 7lbs. p. pc.	$1.40 to 1.80
Grey T.-Cloths, 24yds 36in 8lbs. XO p. pc.	$1.90 to 1.95
Grey T.-Cloths, 24yds 36in 8lbs. QL p. pc.	$1.85 to 1.90
Grey T.-Cloths, 24yds 36in 8lbs. XX p. pc.	$2.55 to 2.60
Handkerchiefs, Blue, per dozen	$0.60 to 0.65
Handkerchiefs, Brown, per dozen	$0.55 to 0.62
Handkerchiefs, Red, per dozen	$0.72 to 0.75
Handkerchiefs, Light Red, per dozen	$0.76 to 0.77
Turkey Red Shirtings, 3 lbs., per piece	$2.30 to 2.35
Velvet Black, 32 inches, per yard	$0.18 to 0.19
Velvet, Gentian, 22 inches per yard	$0.21 to 0.22
Velveteens, Black, per yard	$0.21 to 0.22
Velveteens, Gentian, per yard	$0.28 to 0.29
White Shirtings, 54 to 60 reed, per piece	$1.95 to 2.10
White Shirtings, 64 to 66 reed, per piece	$2.25 to 2.40
White Shirtings, 68 to 80 reed, per piece	$2.60 to 3.15
White Shirtings, 600 reed, per piece	$3.40 to 3.45
White Shirtings, 7,000 reed, per piece	$3.15 to 3.20
White Shirtings, AA, per piece	$1.65 to 1.70
White Shirtings, EF, per piece	$5.75 to 5.80
White Shirtings, MH, per piece	$4.10 to 4.15
White Shirtings, EI, per piece	$6.10 to 6.15
White Spotted Shirtings, per piece	$2.45 to 2.50
White Brocades, per piece	$2.50 to 2.65

WOOLLEN GOODS.

Blankets, 8 lbs., per pair	$3.65 to 3.75
Blankets, 9 lbs., per pair	$4.35 to 4.45
Blankets, 10 lbs., per pair	$4.65 to 4.75
Blankets, 12 lbs., per pair	$5.75 to 5.80
Camlets, SSS, per piece	$15.80 to 16.00
Camlets, SS, per piece	$16.80 to 17.00
Camlets, S, per piece	$17.00 to 17.20
Camlets, BBB, per piece	$18.50 to 19.00
Camlets, AAA, per piece	$17.00 to 17.20
Camlets, LLL, per piece	$15.50 to 16.00
Long Ells, MM Scarlet, per piece	$8.60 to 8.65
Long Ells, MM Assorted, per piece	$8.60 to 8.65
Long Ells, HH Scarlet, per piece	$8.60 to 8.65
Long Ells, HH Assorted, per piece	$8.60 to 8.65
Long Ells, H Scarlet, per piece	$8.60 to 8.75
Long Ells, H Assorted, per piece	$8.45 to 8.55
Lustings, DD, per piece	$14.80 to 15.00
Spanish Stripes, per yard	$0.74 to 0.75

METALS.

Iron, Nail Road, per picul	$2.05 to 2.10
Iron, Hoop, per picul	$3.50 to 3.55
Iron, Bar, per picul	$2.60 to 2.75
Iron, Wire, per picul	$6.55 to 6.60
Lead, WD, per picul	$5.50 to 5.65
Lead, LB, per picul	$5.50 to 5.65
Lead, Hole Chop, per picul	$5.80 to 5.45
Quicksilver, English, per picul	$70.50 to 70.00
Quicksilver, American, per picul	$70.50 to 71.00
Steel, English, per tab.	$3.30 to 3.35
Steel, Swedish, per tab.	$4.15 to 4.25
Sheathing Metal, per picul	$21.00 to 22.0
Spelter, per picul	$7.30 to 17.35
Tin, Malacca, per picul	$18.69 to 9.50
Tin, Plates, per box	$4.90 to 5.05

PRODUCE.

Almonds, per picul	$24.50 to 25.00
Alum, 1st quality, per picul	$1.37 to 1.40
Alum, 2nd quality, per picul	$1.28 to 1.30
Bark, Siam, per picul	$0.83 to 1.10
Bark, Camphor, per picul	$15.20 to 15.40
Beche de Mer, per picul	$30.00 to 55.00
Bees Wax, Japan, White, per picul	$14.00 to 14.50
Bees Wax, Hankow, Yellow, per picul	$47.00 to 48.00
Bees Wax, White, per picul	$68.70 to 69.60
Birds' Nests, 1st quality, per picul	$3,200 to 4,800
Birds' Nests, 2nd quality, per picul	$650 to 800
Birds' Nests, 3rd quality, per picul	$130 to 210
Brimstone, per picul	$2.85 to 3.15
Buffalo Hides, Manila	$12.00 to 15.50
Buffalo Cow Hides	$7.90 to 8.05

PRODUCE.

Camphor, packed, per picul	$19.00 to 19.50
Camphor, Baroos, clean, per picul	$4,800 to 5,000
Camphor, Refuse, per picul	$2,800 to 3,200
Cardamons, Superior	$137 to 147
Cardamons, Inferior, per picul	$18.50 to 19.00
Cloves, per picul	$37.00 to 37.50
Coals, Afloat, per ton	— to —
Coals, English steam, per ton	$9.00 to 9.75
Coals, Sydney, per ton	$7.50 to —
Coffee, per picul	$22.20 to 24.50
Copper, Sheathing, Japan, per picul	$23.00 to 29.00
Copper, Rod, Japan, per picul	$23.70 to 24.00
Copper, Nails, per picul	$23.50 to 23.80
Cotton, Bombay, per picul	$15.50 to 16.50
Cotton, Calcutta, per picul	$15.40 to 16.30
Cotton, Ningpo, per picul	$17.40 to 17.60
Cotton, Shanghai, per picul	$16.80 to 17.00
Cotton, Shantung, per picul	$16.20 to 16.80
Cotton, Tientsin, per picul	$17.20 to 18.40
Cotton, Tungchow, per picul	$17.20 to 18.40
Cotton Seeds, Saigon	$5.40 to 5.60
Cotton Seeds, Siam	$4.90 to 5.20
Cuttlefish, Japan	$22.00 to 23.00
Cuttlefish, Japan, without bones, p. pl.	$15.50 to 16.50
Cuttlefish, Chauchow, per picul	$27.50 to 29.00
Dates, Black, per picul	Tls. 2.5.5 to 2.6.5
Dates, Red, per picul	Tls. 8.1.5 to 8.2.5
Dried Lily Flowers	$9.60 to 9.50
Elephant's Teeth, 4 to 5 pieces	$250 to 300
Elephant's Teeth, 7 to 8 pieces	$200 to 220
Flour, California, per sack of 50 lbs.	$1.65 to 1.90
Flour, American, per barrel of 100 lbs.	$3.75 to 3.80
Flour, American, per barrel of 200 lbs.	$6.85 to 6.90
Fungus	$38.00 to 39.00
Flints, per picul	$0.50 to 0.55
Ginseng, American, 1st quality, p. picul	$200 to 285
Ginseng, American, 2nd quality, p. picul	$160 to 210
Hams, Ordinary, per picul	Tls. 13.0.0 to 13.5.0
Hams, Superior, per picul	Tls. 21.0.0 to 21.5.0
Hemp, Hankow, per picul	$10.50 to 12.00
Hemp, Siam, per picul	$10.40 to 11.00
Isinglass, Japan, per picul	$36.00 to 45.00
Melon Seeds, 1st quality, per picul	$4.90 to 5.30
Melon Seeds, 2nd quality, per picul	$4.20 to 4.50
Mushrooms, per picul	$48.00 to 58.00
Mussels, Dry Siam large, per picul	$11.00 to 11.50
Mussels, Dry Siam middle, per picul	$8.55 to 8.75
Mussels, Dry Siam small, per picul	$7.45 to 7.75

Pea Oil, per picul	Tls. 5.3.3 to 5.9.0
Peas, White, per picul	$2.23 to 2.50
Peas, Green, per picul	$2.23 to 2.32
Peas, Black, per picul	$1.69 to 1.72
Peas, Yellow, per picul	$1.98 to 2.02
Peas, Green Beans, per picul	$1.92 to 1.94
Pearl Barley, per picul	$6.50 to 7.80
Potatoe Flour, per picul	Tls. 1.6.0 to 1.6.5
Putchuck, per picul	$13.00 to 14.70
Rhinoceros Horn, per picul	$2,500 to 3,000
Rhinoceros Horn, Mother, per picul	$2,000 to 2,400
Rice, Siam, No. 1, per picul	$2.45 to 2.47
Rice, Siam, No. 2, per picul	$2.31 to 2.33
Rice, Siam, milled No. 1, per picul	$2.16 to 2.18
Rice, Siam, milled No. 2, per picul	$1.98 to 2.05
Rice, Saigon, No. 1, per picul	$1.80 to 1.83
Rice, Saigon, Hemp bags	$2.10 to 2.15
Rice, Saigon, Straw bags	$1.00 to 1.02
Rice, Japan	$2.44 to 2.46
Saltpetre, per picul	$0.55 to 0.75
Seaweed, Green, per picul	$2.75 to 2.80
Seaweed, Cut, per picul	$3.10 to 3.25
Sesamum, White, per picul	$5.35 to 5.75
Sesamum, Black, per picul	Tls. 3.8.5 to 3.3.8
Sharkfins, per picul	$35.00 to 90.00
Shellfish, Japan, per picul	$27.00 to 39.00
Shellfish, California, per picul	$8.50 to 9.60
Stockfish, per picul	$5.00 to 6.50
Straits Produce, &c.—	
Betel Nut, per picul	$5.55 to 6.85
Pepper, White, per picul	$12.80 to 13.20
Pepper, Black, per picul	$7.65 to 7.77
Rattans, Straits, per picul	$5.50 to 5.50
Rattans, Bangar, per picul	$4.35 to 4.65
Sandal Wood, Malabar, per picul	$3.45 to 3.65
Sandal Wood, South Seas, per picul	$13.00 to 13.50
Sapan Wood, Manila, per picul	$1.35 to 1.60
Sapan Wood, Siam, per picul	$1.65 to 2.05
Sugar, Shek-lung, White, No. 1, p. pcl.	$6.70 to 6.80
Sugar, Shek-lung, White, No. 2, p. pcl.	$6.10 to 6.30
Sugar, Shek-lung, Brown, per picul	$3.90 to 4.05
Sugar, Candy, Shek-lung, per picul	$9.65 to 9.85
Sugar Candy, Foochow, per picul	$9.80 to 10.20
Sugar Candy, Swatow, White, per picul	$6.85 to 7.15
Vermicelli, Tientsin, per picul	$8.00 to 9.50
Walnuts, per picul	$5.25 to 5.30
Wheat, Tientsin, per picul	$2.25 to 2.30
Wheat, California, per picul	$2.35 to 2.38
Wood Oil, per picul	Tls. 5.8.0 to 5.8.5
Window Glass, per box	$2.25 to 2.35

SHIPPING IN THE CHINA WATERS.

HONGKONG.

STEAMERS.

VESSELS.	DATE OF ARRIVAL	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
Bombay	Feb. 13		Brit. str	749	Kwok Acheong	Repairing
Charlton	Oct. 21	Johnson	Brit. str	786	G. R. Stevens & Co	P. Darwin
Conquest	Oct. 20	Scott	Brit. str	317	Kwong Lee Yuen	Haiphong
Emuy	Oct. 21	Blanco	Span. str	222	Remedios & Co	Manila
Fat-choy	—	Holland	Brit. str	153	G. McBain—	
Ichang	—	D. Martin	Brit. str	700	Butterfield & Swire	Canton
Java	Oct. 14	Weber	Dut. str	886	Siemssen & Co	
Kinshan	—	A. Benning	Brit. str	1050	H.C. & M. Steamboat Co	Canton
Kiu-Kiang	—	A. G. Carey	Brit. str	1061	H.C. & M. Steamboat Co	Canton
Madagascar	Oct. 21	Timm	Ger. str	834	Siemssen & Co	
Mariveles	Oct. 15	Munoz	Span. str	420	Remedios & Co	Manila
Norna	June 28		Brit. str	606	Kwok Acheong	
Oceanic	Oct. 16	Metcalfe	Brit. str	3707	O. & O. S. S. Co	S. Francisco
Pernambuco	Oct. 18	Hyde	Brit. str	643	Melchers & Co	Saigon
R'anattianuhar	Oct. 16	Hopkins	Brit. str	933	Yuen Fat Hong	Bangkok
Sea Gull	July 18	Roberts	Amr. str	48	C. Traders' Insurance Co	
Strathmore	Oct. 15	John Rowell	Brit. str	1383	Butterfield & Swire	Singapore
Syria	Oct. 21	Johnson	Brit. str	1305	Gilman & Co	London
Venetia	Oct. 21	Perrins	Brit. str	1718	P. & O. S. N. Co	Europe
White Cloud	—	T. Benning	Brit. str	652	H.C. & M. Steamboat Co	Macao
Yesso	Oct. 20	Ashton	Brit. str	560	D. Lapraik & Co	East Coast
Yot-sai	—	D. Browne	Brit. str	250	Kwok Acheong	Macao

SAILING VESSELS.

VESSELS.	DATE OF ARRIVAL	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
Ada Melmore	Sept. 13	Sewell	Brit. bk	569	Russell & Co	S. Francisco
Albert Russell	July 15	Carver	Amr. bk	762	Vogel, Hagedorn & Co	New York
Aldebaran	Aug. 30	Cole	Brit. bk	398	Vogel, Hagedorn & Co	New York
Annie Burr	Sept. 24	Simpson	Amr. sch	650	Captain	Manila
Anton Günther	Oct. 2	Kuhn	Ger. bk	440	Ed. Schellhass & Co	Bangkok
Beethoven	Oct. 6	Haye	Ger. bk	356	Melchers & Co	
Benefactor	Aug. 2	Hayden	Amr. bk	596	Russell & Co	New York
Bertha Marion	Oct. 12	Scarlett	Brit. bk	539	Gilman & Co	
Borneo	Sept. 11	Shaw	Amr. sh	736	Meyer & Co	Callao
Brunette	Sept. 13	W. Dow	Brit. bk	374	G. R. Stevens & Co	Manila
Canton	Sept. 18	Knudsen	Siam. sh	780	Chinese	
Challenge	Sept. 16	Doughty	Brit. bk	590	Olyphant & Co	New York
Channel Queen	Oct. 2	Lo Lacheur	Brit. sh	609	Ed. Schellhass & Co	
C. Kamrye	Sept. 24	F. Hunte	Siam. bk	480	Kien Tye Loong	Bangkok
Chocola	Oct. 3	Kennett	Brit. bk	284	Chinese	
Coeran	July 18		Amr. sch	150	C. Traders' Insurance Co	
Cosmo	Sept. 1	Laverick	Brit. sh	1220	P. & O. S. N. Co	
Dartmouth	Aug. 7	Robertson	Brit. bk	915	Vogel, Hagedorn & Co	
Dharwar	Aug. 18	Freebody	Brit. sh	1300	Gibb, Livingston & Co	Singapore
Don Quixote	Sept. 23	King	Amr. sh	1127	Messageries Maritimes	
Dramelog	Oct. 15	Wayman	Brit. bk	976	Melchers & Co	
Dirigo	July 14	Staples	Amr. bk	684	Vogel, Hagedorn & Co	Hamburg
E. Nicholson	Oct. 17	Grierson	Brit. sh	904	Borneo Co	
Emulation	Sept. 16	Gunn	Brit. bk	390	Wieler & Co	
Fabius	Sept. 24	H. Reeves	Siam. sh	615	Chinese	
F.-a-Balaugh	Oct. 14	Rute	Ger. bk	240	Carlowitz & Co	
Fleetwing	Oct. 17	J. W. Guest	Amr. bk	829	Butterfield & Swire	
Fontenaye	Oct. 10	Taylor	Brit. bk	635	Arnhold, Karberg & Co	
Fusilier	Sept. 24	Armstrong	Brit. bk	404	Melchers & Co	
Geo. Skolfield	Sept. 20	Hall	Amr. sh	1313	Arnhold, Karberg & Co	
Gosine Brons	Oct. 21	Trumback	Ger. bk	402	Captain	
Glamis	Sept. 18	Key	Brit. bk	1150	Russell & Co	
Hammonia	Oct. 10	Weller	Ger. bk	408	Captain	
Herat	Sept. 19	Robertson	Brit. sh	1400	Jardine, Matheson & Co	
Highlander	June 19	Hutchinson	Amr. sh	1352	Vogel, Hagedorn & Co	
Hotspur	Sept. 3	Shaw	Brit. bk	522	Rozario & Co	
I. Elisabetta	Sept. 20	Huglietz	Aust. sh	1629	D. Musso & Co	
Iphigenia	Oct. 10	Green	Ger. bk	464	Wieler & Co	Amoy
India	Sept. 23	Patten	Amr. sh	1294	Order	
Japan	Sept. 10	Oltmann	Ger. sch	270	Meyer & Co	Hamburg
Julians	Sept. 23	Oestmann	Ger. sch	187	Wm. Pustau & Co	
Kim Yong Tye	Sept. 18	Rafoed	Siam. bk	329	Tack Mee	Bangkok
Kirkland	Oct. 4	Colledge	Brit. bk	453	Wieler & Co	Saigon
Leucadia	Sept. 19	Mearns	Brit. sh	896	Siemssen & Co	
Lizzie Perry	Aug. 26	Pitman	Brit. bk	1122	Russell & Co	New York
Lord Macaulay	Oct. 7	Monkman	Brit. bk	848	Wm. Pustau & Co	
Lottie Moore	July 22	Hudson	Amr. bk	880	Vogel, Hagedorn & Co	New York
Lucky	Sept. 30	Soderstrom	Siam. bk	424	Tack Mee	
Louisa	Oct. 17	Schierloh	Ger. sch	275	Ed. Schellhass & Co	
Malvina	Oct. 21	Kluge	Ger. bk	479	Wieler & Co	
Mangerton	Oct. 5	Thompson	Brit. bk	333	Wieler & Co	
Marina	Oct. 19	F. Jean	Brit. bk	693	Wm. Pustau & Co	
Mary Fraser	Aug. 12	Dexter	Brit. sh	1175	Vogel, Hagedorn & Co	New York
Melrose	Sept. 19	Plummer	Amr. sh	993	Captain	
Min-y-lon	Sept. 8	Leslie	Brit. sh	1108	Captain	
Moneta	Aug. 1	Bisset	Brit. bk	621	Gibb, Livingston & Co	
Niagara	Oct. 11	Paulsen	Ger. bk	691	Wieler & Co	
Nicolaus	Oct. 10	Stolken	Ger. sch	137	Arnhold, Karberg & Co	
Northern Star	Oct. 10	Wortley	Brit. bk	327	Wieler & Co	
N.N.	Oct. 21	Duydenbon	Neth. sch	176	Chinese	
Pandur	Sept. 13	Jansen	Ger. bk	596	Meyer & Co	London
Philippine	Sept. 29	Southwood	Brit. bk	301	Wieler & Co	
R. M. Hayward	Sept. 28	Deane	Amr. bk	605	Meyer & Co	Saigon
[illegible]amose Crown	Sept. 28	F. Sass	Siam. sh	539	Tack Mee	
Sir C. Napier	May 27	French	Brit. sh	1160	Vogel, Hagedorn & Co	London
Spartan	Sept. 23	Vincent	Amr. sch	100	W. H. Ray	
Spinaway	Oct. 15	Pringle	Brit. bk	325	Siemssen & Co	
Sumatra	Sept. 5	Clough	Amr. sh	1090	Russell & Co	
Thoon Kramom	Oct. 7	Vorrath	Siam. bk	474	Siemssen & Co	
Three Brothers	Oct. 19	Kalkoke	Siam. bk	367	Chinese	
Trio	Oct. 11	Bakker	Dut. bk	263	Siemssen & Co	
Varuna	Oct. 11	Sachau	Ger. bk	486	Wieler & Co	
Vesta	Oct. 5	Ringe	Dut. bk	417	Siemssen & Co	
Vesta	Oct. 2	Dirks	Ger. bk	302	Melchers & Co	
Vidal	Oct. 15	Rondeau	Fren. bk	409	Siemssen & Co	Nicaragua
V. de Rivadavia	Sept. 23	Camus	Span. bg	261	Brandao & Co	Manila
W. E. Gladstone	Sept. 16	Gallichon	Brit. bk	534	Wm. Pustau & Co	

CANTON.

VESSELS.	DATE OF ARRIVAL	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
Fu-yew	Oct. 11	Croad	Chi. str	950	C. M. S. N. Co	Swatow
Ningpo	Oct. 20	R. Cass	Brit. str	761	Siemssen & Co	Shanghai

MACAO.

IN PORT ON 19TH OCTOBER, 1878.

VESSELS.	DATE OF ARRIVAL	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
Spark	—	Hoyland	Brit. str		H.C. & M. Steamboat Co	

SWATOW.

IN PORT ON 19TH OCTOBER, 1878.

VESSELS.	DATE OF ARRIVAL	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
Carnarvonshire	Oct. 5	Fishwick	Brit. bk	338	Bradley & Co	
Fanny	Oct. 16	Gouyon	Fren. bk	314	Herton, Ebell & Co	
Friedrich	Oct. 5	Dau	Ger. bk	594	Dircks & Co	
Frohlich	Aug. 17	Schoer	Ger. bg	360	Dircks & Co	
Hans	Oct. 15	Lemoult	Ger. bk	312	Dircks & Co	
Hermann	Oct. 16	Pens	Ger. bk	453	Dircks & Co	
Hermann	Oct. 16	Haack	Ger. bk	388	Herton, Ebell & Co	
Oscar Mooyer	Oct. 13	Reder	Ger. bk	382	Dircks & Co	
Pacific Slope	Oct. 16	Harrington	Brit. bk	799	Herton, Ebell & Co	
Talee	Oct. 14	Hoffmann	Ger. bk	342	Dircks & Co	
Wm. Homeyer	Oct. 7	Holtz	Ger. bk	512	Dircks & Co	

AMOY.

IN PORT ON 18TH OCTOBER, 1878.

VESSELS.	DATE OF ARRIVAL	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
Anglo Norman	Aug. 25	Davidson	Brit. bk	882	Elles & Co	New York
Anna Dorothea	Sept. 20	Schutt	Ger. bk	343	Pasedag & Co	Newchwang
A. Friedrich	Sept. 30	Bruhn	Ger. bk	372	Pasedag & Co	
C. J.	Sept. 20	Godard	Fren. bk	374	Elles & Co	Newchwang
Coquette	Sept. 17	Davidsen	Ger. bk	281	Pasedag & Co	Japan
Foochow	Aug. 10	Hochreuter	Siam. bg	300	Johnston & Co	Bangkok
Nadeshda	Oct. 3	Brodersen	Dan. sch	188	Petersen & Co	
Retriever	Sept. 13	Brown	Brit. bk	296	Boyd & Co	
The Goolwa	Aug. 2	Torkilsen	Brit. bk	717	Elles & Co	
Winlow		Barker	Brit. bk	456	Boyd & Co	Newchwang

FOOCHOW.

IN PORT ON 17TH OCTOBER, 1878.

VESSEL.	DATE OF ARRIVAL	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
Fantaisie	Sept. 6	Cooper	Brit. bk	686	Purdon & Co	London
G'morganshire	Oct. 2	McEachen	Brit. bk	456	Captain	Nagasaki
Hobo	Sept. 15	Jackson	Brit. sch	283	Kaw Hong Take & Co	
J. Kromer	Oct. 1	Eggers	Ger. sch	280	Kaw Hong Take & Co	
Palma	Sept. 29	Binge	Ger. bk	299	Chinese	Newchwang
Victory	Oct. 10		Ger. bg	255	Chinese	
W. Siegfried	Sept. 24	Stolp	Brit. bk	417	Siemssen & Co	Falmouth

SHANGHAI.

IN PORT ON 18TH OCTOBER, 1878.

VESSEL.	DATE OF ARRIVAL	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
Almatia	Sept. 29	Blanchard	Brit. sch	387	Morris & Co	
Anna Camp	Sept. 16	Gardner	Ame. sh	1252	Olyphant & Co	
Ching-tah	Oct. 7	Askins	Brit. bk	456	C. M. S. N. Co	
C. Wattana	Aug. 17	Ulrich	Siam. sh	656	Jamieson & Co	
Cutty Sark	Oct. 12	Tiptaft	Brit. sh	928	Gibb, Livingston & Co	
Gold Hunter	Sept. 29	Thuman	Amr. sh	1212	Frazar & Co	
Golden State	Sept. 30	Delano	Amr. sh	944	Russell & Co	
Haydn Brown	June 20	Haver	Amr. bk	865	Captain	
Hylton Castle	Oct. 9	Angel	Brit. bk	477	Jardine, Matheson & Co	
Inverness	Sept. 10	Courtney	Brit. bk	725	Captain	
J. Nicholson	Sept. 29	Campbell	Brit. sh	685	Fearon, Low & Co	
J. R. Worcester	May 23	Cause	Brit. sh	844	Reid, Evans & Co	
Joyse Phillips	Oct. 4	Livingston	Brit. bk	514	Morris & Co	
K. Flickinger	Sept. 16	Gilman	Amr. sch	473	Frazar & Co	
Lunan	Sept. 15	Cook	Brit. bk	261	Morris & Co	
Nourmahal	Oct. 11	Jago	Brit. bk	848	Wm. Meyerink	
Ocean Pearl	Aug. 16	Grennell	Amr. sch	196	Morris & Co	
Paul Jones	June 14	Gerrish	Amr. sh	1258	Frazar & Co	
Salamis	Sept. 12	Philip	Brit. sh	1078	Adamson, Bell & Co	
Siam	Aug. 15	Olsen	Siam. bk	225	Jamieson & Co	
Staghound	Sept. 28	Fawcett	Brit. bk	972	Frazar & Co	
Star Queen	Sept. 29	Mackintosh	Brit. bk	799	C. T. Wong & Co	
Sumatra	Sept. 20	Tribe	Brit. sh	745	Evans, Pugh & Co	
Thomas Brown	Oct. 9	Stout	Brit. bk	279	Morris & Co	
Vale of Nith	Oct. 7	Sledge	Brit. bk	697	Wm. Meyerink	

YOKOHAMA.

IN PORT ON 7TH OCTOBER, 1878.

VESSEL.	DATE OF ARRIVAL	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
Aarhuus	Sept. 1	Solling	Dan. sch	252	L. Kniffler & Co	
Beatrice	Sept. 7	Williams	Brit. sch	66	Captain	
Berwickshire	Sept. 27	Nott	Brit. bk	533	L. Kniffler & Co	
B. Commerce	Sept. 20	Kendal	Brit. sh	1417	Okura & Co	
Cremona	Oct. 2	Gove	Amr. bk	608	Ed. Fischer & Co	
Cross Hill	July 26	Butler	Brit. sh	1019	Walsh, Hall & Co	
Esmeralda	Sept. 14	Brock	Ger. bk	782	P. Bohm	
Fair Leader	Aug. 31	Norris	Brit. bk	474	Mitsui Bussan Kaisha	
Flying Spur	Sept. 27	Croote	Brit. bk	735	Mitsui Bussan Kaisha	
F.S. Thompson		Potter	Amr. bk	522	Captain	
G. Thompson	Sept. 20	Mill	Brit. sh	1128	Walsh, Hall & Co	
Grandee	Sept. 9	Jacobs	Amr. sh	1295	Walsh, Hall & Co	
Haze	Oct. 5	Evans	Amr. sh	862	Walsh, Hall & Co	
Iris	Sept. 27	Taylor	Brit. sch	217	Jardine, Matheson & Co	
J. H. Ingersoll	Sept. 10	Dow	Amr. bk	609	C. & Japan Trading Co	
Kerchaloon	Sept. 14	Laence	Fren. bk	267	P. Bohm	
Lothair	Sept. 27	Boulton	Brit. bk	794	Cornes & Co	
Overdale	Sept. 20	Holdich	Brit. bk	882	Findlay, R., & Co	

MANILA.

IN PORT ON 18TH OCTOBER, 1878.

VESSEL.	DATE OF ARRIVAL	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
Alva	Sept. 23	Souza	Port. sh	589	Captain	
Craigowl	Sept. 20		Brit. bk	338	Captain	
C. of M'chester	July 1		Brit. bk	686	Captain	
Conchita	July 29		Span. bk	443	Captain	
Esthen Allen	July 29		Amr. bk	462	Captain	
Elcano	Sept. 22		Amr. sh	981	Captain	
Formosa	Aug. 19		Amr. sh	1252	Captain	
John O'Gaunt	Aug. 19		Brit. sh	1275	Captain	
Lizzie Iredale	July 22		Brit. sh	693	Captain	
M. Washington	July 4		Amr. sh	1217	Captain	
Ocean Game	July 17		Brit. bk	324	Captain	
San Lorenzo	Aug. 19	Vidarte	Span. bg	250	Captain	
S. of the Age	Apr. 11	Johnson	Brit. bk	347		Sydney
Sempiternel	Aug. 19		Fren. bk	278	Captain	
Teodora	Aug. 24	Lopez	Span. bk	400	Captain	
W. Chief	Aug. 31		Brit. bk	447	Captain	
W. Australia	July 7		Brit. bk	599	Captain	
White Rose	June 3	Jarvis	Brit. sh	1557	Captain	

HER BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

NAME.	RIG.	GUNS	H.P.	CAPTAIN.	WHERE AT.
Audacious	double-screw frigate	20	800	Captain F. Durrant	Hongkong
Charybdis	steam corvette	17	400	Captain Hotham	Hongkong
Fly	double-screw gun-vessel	4	120	Com. M. McNeile	Singapore
Frolic	double-screw gun-vessel	4	100	Com. A. E. Dupuis	Hongkong
Growler	double-screw gun-vessel	4	120	Com. Chas. Willcox	Swatow
Hart	double-screw gun-vessel	4	120	Com. R. Evans	Hongkong
Hornet	double-screw gun-vesse	4	120	Com. J. S. Eaton	Hankow
Juno	steam corvette	8	400	Captain Poland	Yokohama
Kestrel	double-screw gun-vessel	4	100	Com. Edwards	Hoihow
Lapwing	double-screw gun-vessel	3	160	Com. W. G. Scott	Singapore
Lily	screw sloop	3	95	Com. Cochrane	Nagasaki
Magpie	double-screw gun-vessel	3	—	Com. W. M. Lang	Hongkong
Meanee	military hospital	—	—	—	Hongkong
Midge	double-screw gun-vessel	4	120	Com. H. G. Salmond	Nagasaki
Modeste	steam corvette	14	350	Captain J. G. Mead	Singapore
Moorhen	gunboat	4	60	Lieut.-Com. W. Carey	Shanghai
Mosquito	gunboat	4	60	Lieut.-Com. G. A. Grey	Tientsin
Nassau	surveying vessel	7	150	Captain E. H. Napier	Surveying
Sheldrake	gunboat	4	60	Lieut.-Com. J. B. Haye	Hongkong
Swinger	gunboat	2	60	Lieut.-Com. O. Tudor	Foochow
Sylvia	surveying vessel	3	150	Com. P. Aldrich	Surveying
V. Emanuel	receiving ship	20	—	Commodore Watson	Hongkong
Vigilant	paddle dispatch-boat	2	250	Lieut.-Com. Annesley	Hongkong

FOREIGN MEN-OF-WAR IN HARBOUR.

NAME.	NATION.	GUNS.	H.P.	CAPTAIN.
Freya	German man-of-war	—	—	Captain Von Nostiz
Haydamack	Russian corvette	—	—	Captain Tirtoff
Ranger	American gunboat	—	—	Cammander Manley
Tejo	Portuguese	—	—	

CANTON GUNBOAT SQUADRON.

NAME.	FLAG AND RIG.	GUNS	TONS.	H.P.	COMMANDER.	STATION.
An-lan	Viceroy's gunboat	7	221	70	Godsil	Tong-king gulf
Chee-hing	Revenue cruiser	2	30	20	—	—
Chien-to	Viceroy's gunboat	7	221	70	Stewart	Swatow
Chien-jui	Revenue cruiser	3	80	20	A. Walker	Capsing-moon
Cheung-wan	—	—	—	—	—	West Coast
Ching-on	Revenue cruiser	2	30	20	Chung-wing-fai	Canton River
Tching-sing	Viceroy's gunboat	6	180	60	Bessard	Pak-hoi
Tching-on	Viceroy's gunboat	2	120	40	Chinese Admiral	Bogue Forts
Tching-po	Viceroy's gunboat	6	180	60	d'Longueville	West Coast
Tchun-tung	Revenue cruiser	2	150	40	Chun-ti-hu	West Coast
Peng-chao-hai	Revenue cruiser	4	600	120	Palmer	Canton
Quang-on	Viceroy's gunboat	4	120	40	Lie-ping-tie	Bogue Forts
[illegible]-chi	Revenue cruiser	5	180	60	Wade	Chung-chow
Sui-tsing	Viceroy's gunboat	4	180	60	Calder	Hai-ling-shan
Li-she	Revenue cruiser	4	80	20	Reed	Canton River
Tsing-po	Viceroy's gunboat	3	100	40	Ching	Bogue Forts

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